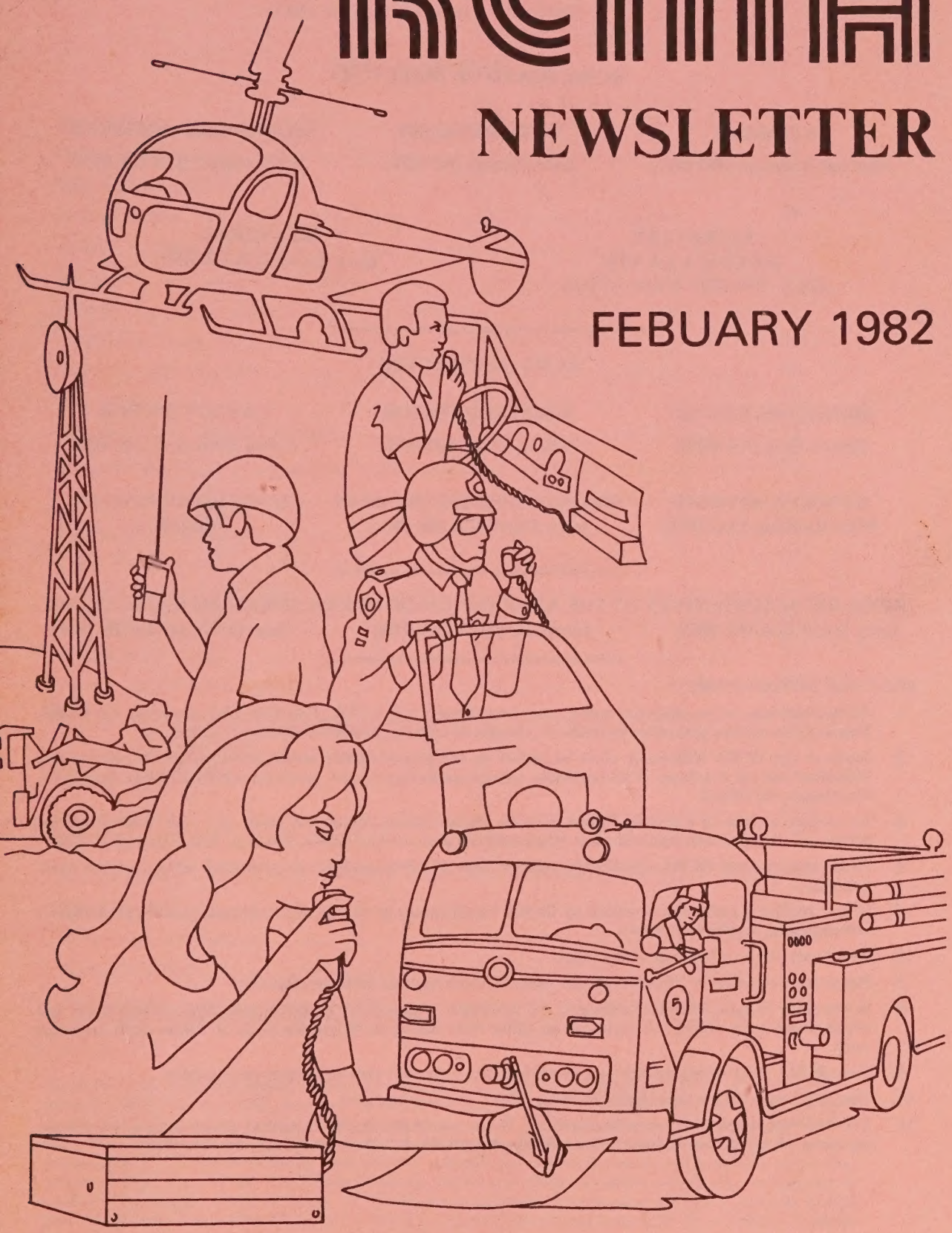
RCMA

NEWSLETTER

FEBUARY 1982



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OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.
2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, P.O. Box 1119, Flemington, NJ 08822.
3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.
4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.
5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.
6. Please write on only one side of the paper.
7. Please don't combine in one letter several items that should go to different addresses.
8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.
9. Your RCMA membership number and expiration date appear on your newsletter mailing label.
10. You may join or renew your membership for ONLY one year at a time.
11. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to the following address for our advertising guidelines: RCMA Newsletter, P.O. Box 4563, Anaheim, CA 92803.

RCMA NEWSLETTER

Issue 71 February 1982

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RCMA, P.O. Box 4563, Anaheim, CA 93803

TABLE OF CONTENTS

Aircraft..... 6
ANARC News..... 6
Beginners Corner..... 13
Below 30 MHZ..... 14
Business, Etc..... 15
Calendar..... 2
Canada..... 16
Communications Profile..... N/C
Contact/Info Wanted..... 20
FCC Topics..... 21
Federal Government/Military..... 22
International..... 25
Low Band Skip..... N/C
Marketplace..... 27
Miscellany..... N/C
Monitoring and the Law..... N/C
New Members List..... 63
Photo Department..... 28
Public Safety—California..... 49
Public Safety—Central..... 31
Public Safety—East..... N/C
Public Safety—West..... 45
Railroads..... N/C
Reports of Meetings and Officers..... 3
Satellites..... N/C
Special Feature..... 60
Technical Topics..... N/C
Thought Waves..... 4
VHF Marine..... 61

The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $12.00 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$13.50; Europe—$14.50, South Pacific and Asia—$15.00. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA Newsletter editors and officers are not responsible for the accuracy or validity of information contained herein. RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

** Calendar **

Send notices of upcoming events for the Calandar section to John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803. Please send notices well in advance of the Newsletter deadline.

The R.C.M.A. supports scanning and scanner clubs. If your local R.C.M.A. scanner group is having a meeting, or if you are another radio club planning a meeting, send an announcement to the Calendar Editor and it will be sent to all members of R.C.M.A. Because of individual member requests and previous problems, the Board does not feel that sectional mailing lists should be distributed.

Greater L.A. Area R.C.M.A.

Board meetings are open to all members of R.C.M.A. They start at 7:30 PM. Now that we have separated labeling of the newsletter, the meetings will be devoted to R.C.M.A. policy and, of course, the latest scanner activities.

R.C.M.A. Working Sessions have been scheduled for the first Tuesday evening of each month. Any member of R.C.M.A. or visitor is welcome to attend and/or assist in the suffeling of papers and attempts to ascertain what went wrong with member X's subscription.

Greater L.A. Area R.C.M.A. David A. Heywood CALA001 Presiding

January 15 FRIDAY L. A. Area Meeting: Mercury Savings and Loan, Valley View and Lincoln Avenue, Buena Park, CA 8:00 PM

Special police communications meeting. Members are requested to bring their special police frequencies.

February 13 SATURDAY A joint All-Wave "Get-Together" meeting with the Southern California Dxers (SCADS). Village View School, 5361 Sisson Drive, Huntington Beach, CA. (Thomas Broths Map p20-E4) Sisson Drive is first left South of Edinger and Bolsa Chica.

This is the chance for the scanner folk to discuss their hobby with the dxers from below 30 Mhz. It is an all day session starting at 10:00 AM

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il two blocks east of St Charles Road exit from Eisenhouer Expressway Extention I-290 (phone 312 544 7277)

January	16	1982	Saturday	1:00 PM
March	6	1982	Saturday	1:00 PM
April	24	1982	Saturday	1:00 PM
June	12	1982	Saturday	1:00 PM
July	31	1982	Saturday	1:00 PM
September	25	1982	Saturday	1:00 PM
November	13	1982	Saturday	1:00 PM

Possible picnic in late August and tours scheduled on short notice. A SASE on file assures notification of the extras.

Calendar continued

R.C.M.A. Dallas-Fort Worth

Contact Mike Pruden metro 461 2602
Larry Van Horn 642 8407

Regular bi-monthly meetings are scheduled

NEWSLETTER DEADLINES:

**** please note the newsletter deadlines refer to the month the newsletter is to be mailed --not the date on the cover. Information submitted by October 4 will be mailed to members in November. The November mailing carries a December cover date to assist USPS in their speedy delivery.

January	4	MONDAY	Newsletter deadline for "February" mailing.
February	8	MONDAY	Newsletter deadline for "March" mailing.
March	8	MONDAY	Newsletter deadline for "April" mailing.
April	5	MONDAY	Newsletter deadline for "May" mailing.
May	10	MONDAY	Newsletter deadline for "June" mailing.
June	7	MONDAY	Newsletter deadline for "July" mailing.
July	5	MONDAY	Newsletter deadline for "August" mailing.
August	9	MONDAY	Newsletter deadline for "September" mailing.
September	6	MONDAY	Newsletter deadline for "October" mailing.
October	4	MONDAY	Newsletter deadline for "November" mailing.
November	8	MONDAY	Newsletter deadline for "December" mailing.
December	6	MONDAY	Newsletter deadline for "January" mailing.

Reports of Meetings and Officers

Greetings again! Time for a few more notes from the President's desk, as it were. Well, as I am writing this, it's late November, and probably not too many of you knew in November that I had been elected, and not much feedback has come in. I'm trying to set up a working relationship between all elements of the Club, and by all means, if you have any problems, get in touch with myself or Larry. Please drop a line to Larry or myself concerning Newsletter delivery to your area. We're considering second or first class mailing of the Newsletter, to speed up delivery time. But this might necessitate an increase in dues. Is this OK with you? Let us know.

The 1982 RCMA MIDWEST SPRING FESTIVAL will be held MAY 1, 1982. That's May 1st, a Saturday, still a few months away. I have not yet received verification on the address or place or time, but I'm hoping to again have it at the St. Louis County Emergency Operations Center, in West St. Louis County. If you're interested in the goings on, speakers, etc., write to me at the St. Charles PO Box. Festival packets will be mailed out about mid March. Packets will contain a map to the center, general information, and an agenda. There will probably again be a small charge to cover lunch.

If YOU would like to speak at the festival, drop me a line. Two items we'll probably repeat are a showing of the Communications Van (We'll have it hooked up and running this year), and a tour of the Communications Center of the E.O.C.

For an informational packet, write to me at:

PO Box 1177
St. Charles, MO 63301

One will be sent in mid-March, and PLEASE send 4 20¢ stamps!!

As you have seen, advertising has been temporarily stopped. IF you haven't dropped us a line with your comments on advertising please do so soon. In the meantime, please refer to the back issues for the names and addresses of our frequent advertisers and write to them directly for their most current product information. Bob Grove can be contacted at the address in his column, Bill Dever of Dever Communications can be contacted at Rt. 2, Box 277, Hot Springs, AR., 71901, Nathan Young of Code 20 can be contacted at Box 4033, Warrington, FL. 32507, and Ken Ascher of Communications Electronics offers a free subscription to his advertising brochures by writing to him at Box 1002, Ann Arbor, MI. 48106.

If you haven't voiced your opinion on the Shortwave column, do it today! The question is whether to drop the column and return to the VHF format the club was designed to serve. Let us know what your feelings are so we can act accordingly.

If YOU would like to edit a column in the RCMA Newsletter, let me know about that, too. Even if a column has an editor at present, we need to develop a list of potential editors in the event one drops out or becomes ill or whatever. If you as an editor wish to give up a column, let us know. We'll try to find someone to replace you. We want to keep the Newsletter on top of the monitor scene with good fresh material from dedicated, informed editors. If you find the editing becoming a chore or bore, let us know before you 'burn out'.

And remember, with Newsletter deadlines, it takes a few months before your material appears in print or your questions are answered. Please be patient - we can't please everyone, but we'll do the best we can. Enjoy this month's Newsletter!

THOUGHT waves

Chuck Gysi, Managing Editor, P.O. Box 1119, Flemington, NJ 08822

Changes are in the works!

While RCMA has grown in leaps and bounds in the past few years, so has our newsletter. The newsletter staff and club officers are taking a good look at the newsletter and some changes are going to take place. But first, we would like to have your input. What do you like or dislike about the newsletter? What would you like to see covered in the newsletter that currently isn't covered? What suggestions do you have to make the newsletter better? Please take a few minutes now and jot down your thoughts and mail them to me at the above address. I want to have as much input from the membership as possible before we make any changes.

You'll be seeing a few new names on the columns in our newsletter. Beginning with this issue, Robert Horvitz takes over as the Shortwave Utility--Under 30 MHz column editor. His introduction in his column is self-sufficient. We welcome aboard Robert and wish him best in his

duties. He certainly is well-qualified. We also would like to extend our thanks and best wishes to Chris Devendorf, the former SW utes editor. Chris organized the column for our newsletter about a year ago and developed it into its current format. Although he was unable to continue editing the column, he did a great job and we wish him the best.

Next month we hope to announce the appointment of several other column editors. In fact, we anticipate that all current vacancies will be filled by next month. Stay tuned.

Passengers on American Airlines flights should be able to make telephone calls from airplanes by next summer. The airline has signed a contract with Airfone Inc. of Chicago for the installation of the flight telephones. Passengers will be charged $7.50 for a call of up to three minutes and $1.25 for each additional minute. However, calls will not be able to be made from the ground to the airplane. Expect to hear some more activity on those UHF air-flight phone channels.

Our best wishes to Bob Grove, RCMA's Federal Government/Military column editor. Bob has begun publishing a new scanner publication called "Monitoring Times." Some of you already may have received a copy. The newsletter, which covers monitoring from very low frequencies (VLF) through satellites, started with the January/February issue. For more information on the newsletter, contact Bob Grove.

Scanners aren't the only type of synthesized radio these days. There are synthesized shortwave radios and now--programmable transceivers. Regency has come out with a fully programmable two-way radio dubbed the XL2000. The radio, which retails for $479, can be programmed to operate on any frequency between 148 and 162 MHz on high-band models or 450-470 MHz on UHF. It also can be bought with two or eight-channel capability. Although programming isn't as easy as scanners and has to be done internally, it appears to be a super buy. It's even manufactured in the M100/M400 style case. If you're thinking of going GMRS or business band, it would be a good idea to check this radio out.

YOUR THOUGHTS

P.O. Box 1119, Flemington, NJ 08822

To the editor:

In the Communications Profile column of the December newsletter, Michael Yanul (IL-014) gave us an outstanding look at the complex dispatch system providing the city of Chicago with efficient and effective radio communications for law enforcement.

Being in the vacinity of Chicago during a vacation last summer, I had the opportunity to monitor police activity during the early morning hours. My scanner jumped continuously from channel to channel with action that was non-stop.

I'm glad I made a recording to supplement this informative and complete report that has helped me to understand what I was hearing. Many thanks to Michael for his super contribution!

Mike Schroeder (AR-013)
Bentonville, Arkansas

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs, send a self-addressed, stamped business size envelope with your request to the address below. For an annual subscription to the monthly 'ANARC Newsletter,' send $3.50 to: ANARC, 557 N. Madison Ave., Pasadena, CA 91101.

SOUTHERN CALIFORNIA DXERS (SCADS) is scheduling their next power-packed meeting for Saturday, February 13, 1982 at Village View School, 5361 Sisson Drive, Huntington Beach, CA All-Wave "Get-Together". Details for a SASE from Don Schmidt, 3809 Rose Ave. Long Beach, Ca 90807.

Copies of "Choosing a Receiver" are available at $1.00 per copy from ANARC Publisher, 1500 Bunbury Drive, Whittier, CA 90601.

INTERNATIONAL DXERS CLUB OF SAN DIEGO (SDDXC) 1826 Cypress St., San Diego, CA, 92154. New Dues rate, now effective, $10.00 per year.

NORTH AMERICAN SHORT WAVE ASSOCIATION (NASWA) P.O. Box 13, Liberty, IN 47353 New Dues rate, now effective, $16.00 per year.

AMERICAN SHORTWAVE LISTENERS CLUB (ASWLC) 16182 Ballard Lane, Huntington Beach, CA 92649 New Dues rate, now effective, $16.00 per. year.

Aircraft

Maj. Ron Hammer, Editor

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to: Major Ron Hammer, 821 Elisa Way, Roseville, CA 95678.

Perhaps some of you with an eagle-eye caught the fact that your Aircraft Column was missing last month. I am sorry. I didn't write one. I procrastinated until other events took charge. This one will be sent into Carol Ruth early--something I have never done before!

I'm still looking for the guy who told me I'd probably get "up to a couple of letters a week." Yeah. Do you know how much mail stacks up in a couple of months? What I need is a correspondence secretary--but then I seem to already get into enough trouble with the little foxes down at the County. Maybe I'd better just plow on through this myself.

To Rene G. Borde (CASC-018): I'll include your extensive list of image freqs in this issue as many readers use the BC-220. I haven't had time to begin to check them out, beings I rarely get to turn my scanner on anymore. We'll let the readers decide. Bill Brinkley (CALA-009) also called me and discussed some image information sometime this past summer. Thanks.

Cliff Polkinghorn (CA -) says he gets news link-ups for KGO-TV (San Francisco Ch. 7) on 455.05 and 455.15. Also, KCBS radio there on 450.087. And he agrees with me that listening to the traffic airplane or helo is a lot different than listening to the very "filtered" commercial broadcast. The law prevents me from repeating some of the little tidbits I've heard locally here in my area. Cliff, as for your friend who wants to be the "Monitoring and the Law" Editor--write to ol' Chuck again at his new address in New Jersey. He's been "off-the-air" with me to for sometime--I must presume due to his move--which is always a traumatic thing. (Tell me about it--I had 23 different addresses in my brief 20 year career.)

The following poop is from Rod Bourne (VA-012) on the "Flitefone". The freqs and distribution map were printed in the "December '81" issue. I get good reception of the ones listed for my area (Ch. 1, 2 & 8). People really do call their wives and/or loved ones from airplanes in-flight.

FLITEFONE OPERATING PROCEDURES

Placing Calls From Air To Ground

1. Turn on set. Allow one minute for warm-up.
2. Remove handset from cradle by lifting upward.
3. From the map, select ground station nearest your present aircraft position. If there are two or more, pick a station ahead of the aircraft's location.
4. Press channel number on control unit for selected ground station.
5. Adjust volume control knob for suitable dial tone or voice volume.
6. If a dial tone is present, call operator by pushing "Operator" black button on control unit. If Flitefone handset has "Push-To-Talk" button, call operator by pushing this button. If operator does not respond, try calling the station by name such as "Tampa Radio, this is QM# ."
7. When operator responds, give your aircraft QM number (telephone number for aircraft), the city of registry and the number you are calling. Also advise operator the billing arrangement desired for the call.
8. When speaking with the operator or your party, adjust volume control if necessary.
9. After the call is completed, return handset to cradle (bottom part first), then lift into top cradle.
10. If there is a call in progress or no operator response after a short period, disconnect by pressing gray bar in cradle. Try a different channel, if one is within range of the aircraft, by pressing the selected channel number and again pressing the "Operator" or "Push-To-Talk" button.
11. Air ground phone calls may be placed to 800 phone numbers through RCC ground stations.

Placing Calls From Ground To Air

1. Select ground stations most likely to be within range of aircraft. If there are two or more, pick a station likely to be ahead of the aircraft.
2. Dial your local operator and ask for the mobile operator in your city.
3. When the mobile operator responds, give your telephone number, the QM number (telephone number) of the aircraft you wish to call and the ground station you selected.
4. If the call is not completed, ask the operator to try the ground station next most likely to be within range of the aircraft location.
5. Direct Dial Long Distance or WATS lines may be used to call the mobile operator for RCC ground stations with telephone numbers shown.

To Call Pilot On Aircraft Equipped With A Flitefone Intercom

1. Remove handset from cradle by lifting upward.
2. Push "Intercom" button on control unit.
3. Adjust volume control to desired audio level.
4. After the call is complete, return handset to cradle, bottom part first, then lift into top of cradle.

ACTIVE GROUND STATIONS

Station	Channel		Tel. No.
Arlington, NE	6		402-426-2300
Artesia, NM	1	RCC	505-748-1135
Atlanta, GA	7,8,9	RCC	404-892-8492
Beckley, WV	3		
Boise, ID	4	RCC	208-342-1820
Boston, MA	3		
Casper, WY	6		
Charleston, SC	4	RCC	803-722-3285
Charlotte, NC	2	RCC	
Chicago, IL	1		
Cocoa, FL	3	RCC	305-632-4754
Columbia, TN	12		
Dallas, TX	4	RCC	214-653-1651
Dayton, OH	6		
Denver, CO	7		
Detroit, MI	2		
Elmira, NY	5		
El Paso, TX	9,11	RCC	915-544-3100
Fresno, CA	3		
Harlingen, TX	3	RCC	512-423-3237
Jackson, MS	2	RCC	601-948-1856
Klamath Falls, OR	12		
Las Vegas, NV	6	RCC	702-731-3588
Little Rock, AR	6	RCC	501-375-4732
Los Angeles, CA	4,7,10	RCC	213-849-3245
Miami, FL	7,8	RCC	305-358-1759/1867
Middlesboro, KY	5	RCC	615-637-1803
New Orleans, LA	3	RCC	504-368-5300
New York, NY	6,8		
Oklahoma City, OK	3,12	RCC	405-631-1361
Pendleton, OR	8		
Phoenix, AZ	8		
Pittsburgh, PA	4		
Redding, CA	6		
Reno, NV	2		
Salem, OR	3		
Salina, KS	1	RCC	913-823-2293
San Diego, CA	9		
San Francisco, CA	1,8		
Santa Barbara, CA	5		
Seattle, WA	1		
Shreveport, LA	5	RCC	318-222-7630
Silver City, NM	3	RCC	505-388-4672
St. Louis, MO	4		
Spokane, WA	6		
Sweetwater, TX	2	RCC	915-235-5576
Tampa, FL	5		
Troy, AL	10		
Vincennes, IN	11		
Washington, D.C.	1		
Waterloo, IA	12		
Wausau, WI	5		
Canadian Stations			
Red Deer	11		
Bladworth	6		

Charles L. Epps (MO-017) from St. Louis writes some encouragements and problems. Various dealers in our "toys" such as Bob Grove Enterprises or Capri Electronics (Route 1, Box 91-1J, Canon, GA 30520) offer various small antennas, "active" inside antennas and signal amplifiers, etc. Most ham radio stores and book lists offer books on building home-built unobstrusive "apartment type" antennas for all kinds of radio use. Some of these things cost a few bucks if you go the ready-to-plug-in route, but anyone with a BC-300 ought to be able to afford more than your standard coat-hanger. As for your R-1000, Bob Grove's new 1982 catalog came recently and he still is listing Handler's "Radio Comunications Guide" at only $5 plus $2 postage. I'd like to try his new "Signa/Match TUN-2" if I could squirrel a C-note out of the budget. (I just found out that a couple pair of "designer jeans" for my soon-to-be-a-grandmother wife would have bought all kinds of neat radio toys--although, these jeans are not without their virtures, too.) I appreciated your letter, Charles.

After his usual pleasantries, George DuBois (OR-001) mentions that Fair Radio Sales now has all four frequency converters available--the AM-914/TRC that does 225-400 and others that do other frequency bands. Get their catalog. (P. O. Box 1105, Lima, OH 45802). He also notes that the Seattle to San Francisco ARINC freq is now 129.85. Does anyone have a newer map or any poop on the "ACARS" system? I have not seen "The Final Countdown". "Capricorn 1" was a thought provoker, though. Entertaining!

Robert Hartmann (NY-002) inquires just what other freqs and bands airplanes might be heard on. Well, people talk to/from airplanes on just about any "band" imaginable from HF up to 2 or 3 GigaHertz. All the 108-135.9 MHz band is is primarily Air Traffic Control (VHF) For example, if you have an authorization for,say oil exploration teams, some of that communication may be to/from aircraft. See the December column (para three under the penquin) for some notes on FCC part 87 concerning "other" aeronautical authorizations. Thanks for the encouragement on the grandkid. I've seen he/she/its "picture" already--an ultra-sonic scan. No antenna are visible at this time. The new ETA is now 19 January '82--thereby ruining a good '81 tax exemption.

Gees I got a lot of mail about the anonymous letter. W. R. McIntosh (Mc of "The Lowdown") writes his opinion but askes me not to publish same, so I won't. He's checking out one of Grove's "Scanner Beam" antennas in the 225-400 MHz band. He notes that the Longwave Club of America has a new publisher: William E. Oliver who also publishes NASWA's "FRENDX" (45 Wildflower Road, Levittown, PA 19057) The LWCA fools with the freqs below the Broadcast Band,if you've ever wondered whats down there besides 60 Hz power line hum. I don't know if Mr. Oliver is an RCMA member or not beings I can't find my alpha listing. Anyway, he ought to be.

I got a letter from this lady that said I am the most wonderful person and the best writer in all of radio-land, but I see now that it is from my Mother, so I won't quote it all here. (Actually, what she said was, "See, I knew you'd never amount to anything fooling with those dang airplanes and radio whatchamacallits!")

Alan "Frequent Contributor" Leder (NJ-084) has apparently been vacationing (and spying)at Nellis AFB near Las Vegas and heard ATC say military things on ATC freqs. "Tactical Freq" is going off an ATC freq and onto an operations freq such as on a gunnery/bombing/air-drop or whatever range. We had a "Thud" (F-105) go into the South China Sea around Okinawa while I was the Chief there. While it was certainly still a tragedy, our ATC was to skate away clean as he had "gone tactical" prior to the accident. The term "red flag" probably referred to "active" (live) ordnance on board. Having inadvertantly dropped a jeep into some poor guys barn just off the end of a drop-zone in Tennessee back in my Herky days, I can well imagine the consternation of the ground dwellers when someone inadvertantly pickles off a cluster of CBU bomblets on their way into the traffic pattern. ATC trys to keep ordnance-laden aircraft away from downtown shopping malls as a goodwill gesture with the local communities. Yes, Alan, to hear "Your traffic is a B-52" is usually more exciting than "a Cessna" particularly when yuu look out of the cockpit and see him turning into you. "Buffs," as they are called, are attention-grabbers, going or coming. (Incidentally, people ask us why living across the street from Interstate 80 doesn't bother us with the noise. We lived on a B-52 base--Westover--for about four years. What freeway?)

Cliff Polkinghorn also recommends "The Final Countdown". Says its real Navy stuff. Sorry I missed your get-to-gether, Cliff. I'm not allowed out at night on my own anymore due to previous poor performance.

Ronald S. Keefe (TN-020) from Chattanooga sends some freqs which I'll put into my file, thanks. 119.2 & 125.1 APC, 118.3 Twr, 121.9 Grnd and 119.85 "Information" at Lovell Field.

Well, I've finally had my question about whether there are any girls who read my stuff in the Newsletter answered in a very positive manner. One Sharon Majors wrote to me from Ohio. Her photograph on the letterhead dispelled any thoughts I might have had about Ohio not having any beautiful girls! I'm sure that that is some kind of chauvanistic statement, but having been born in the thirties I just can't get into the "person" thing. Sharon lists some Erie, PA Airport freqs as: 121.0 Appr & Dep from South,

124.65 Appr & Dep from North, 122.2 & 122.4 Erie Flight Service Station (FSS) and 119.2 Aero training. Thanks for the comments, the picture and the freqs. I'm happy to say that I still get Christmas cards from some of my female Air Traffic Controllers from almost 10 years ago. I'll try to find a picture of myself and a couple of my good friends--a Master Sgt and a pretty, young red head. The picture ran in the "Stars and Stripes" about 1974, I guess. I hope it will reproduce in the Newsletter. It was taken in the Kadena RAPCON ("Okinawa Approach Control"). I still hear from them both. The YL controller is still in the service.

Major Ronald E. Hammer, Chief ATC Operations
Master Sergeant Adrian Lazaro, Crew Chief
Sergeant Anna Paine, RAPCON Controller
1962nd Communications Group (AFCS)
Kadena Air Base, Okinawa, Japan
1974

Speaking of Master Sergeants, I received a very encouraging letter from one Lew Graves, MSgt USAF-Ret. (NC-039) from Goldsboro, NC near Seymour-Johnson AFB. Thanks for your kind comments and good luck getting your "boat anchor" URR-35 to say something in UHF.

The very same day I received a welcome card from Chief Master Sergeant (retired) L. P. Benjamin down at Lompoc, CA with his comments on "anonymous'" comments. I'll not repeat them here. I do know that it is a requirement that before you can retire from any branch of the service you have to swear that you will tell your service's stories for the rest of your life. My friend, the Marine Sergeant Major, here in Sacramento sure does his part! (Judging from my Marine son, they do tend to believe their own press releases in the Corps.)

The next letter I received caused me considerable mixed emotions! It came all neatly typed and letterheaded from one Captain William D. Mauldin from Boca Raton, FL. Bill says he just submitted his membership and reads my efforts in the newsletter. I am honored, but now I'm going to have to watch what I write. I use to ride in the cockpit on occassion with Pan Am crews (as an ATC controller) and all the pilots seemed to have about 37,000 hours more time than me,(having started in DC-2's and up through 747 'Clippers'.) Bill, go along with what I say, OK? (Ha) Seriously--welcome aboard!

John E. Coleman (PA 131)--thanks for your comments, too. (I don't relate everyone's comments herein as some letters are more personal, but I would like to acknowledge receipt of the more interesting letters--good or bad.) To Ray Hill (IN-023)--thanks to you, too.

Patrick A. Stewart (CAAL-023) sends in his comments on something I had published previously--all typed and ready for insertion. Now you know that that is going to go into the column. Pat was an ATC controller at Oakland Center and has contributed quite a bit of data in the past. Good luck on finding a "new career", if that is what is going to be required. (Readers please note how I have remained out of the controllers-strike controversy. I will say that I avoid flying on air carriers now that the bad weather months are here, but then I never did care to ride in the back of any airplane.)

Patrick Stewart (CAAL-023) offers a rebuttal to Walt Baranger's explanation of the AM versus FM idea offered in the September newsletter. Hopefully this will prompt further investigation into this issue. Why use AM instead of the "clearer" FM? Two AM stations transmitting on the same frequency will produce sideband signals in an AM detector. Both can be heard, even if one signal is 10 times the strength of the other. (Heterodyne or squeal heard when two aircraft transmit at the same time.) In FM, if one signal is twice as strong as another on the same frequency, the stronger signal will capture the oscillation frequency of the discriminator circuit and the weaker signal will not be heard due to it's inability to produce AF output in the receiver. This capture effect is a disadvantage when you need to hear all aircraft even during multiple, simultaneous transmissions. (Can you imagine how careful pilots would be not to "double" if they thought ATC might not be able to hear them?) Any controller would appreciate not hearing those loud squeals in his ear, but the price he would pay in grief due to unsafe circumstance would help him to better appreciate those loud distractions. Example: (FM ATC) The controller is attempting to acquire 15 miles-in-trail with the arrival flow to SFO. Quite a job when high altitude sectors keep giving this poor fellow a bare 5 miles between each aircraft. Needless to say, all aircraft are reduced to 250 Kts and all are on a variety of assigned headings while this controller tries for the re-

quired spacing. Suddenly, "Cessna 5543G, requesting traffic advisories to Oakland." No problem except the Cessna now has a stuck mike. (Murphy's Law) Shouldn't be a problem except the Cessna is the closest aircraft to the radio site. Now the controller has an airshow that he can't direct because the only thing he can hear is the clear unmodulated FM signal of the Cessna. He can't move airplanes without a receiver. - This is the reason aircraft use AM or SSB (A3 or A3j). Whew!

Edward J. Ryan (CAAL-001) writes from Fremont, CA some of the best advice I've received on this column. "Write less and enjoy it more and you'll last longer." Actually, Ed, it is the getting started that does me in. Once I get it going there are so many interesting letters that it is hard to stop. Ed is a Comm-Dispatcher III for Santa Clara County and a major in the Civil Air Patrol--Director of Communications, California Wing. And his hobby is scanner monitoring?? Ed, I'm on the open list for a job as a Sheriff's Comm-Dispatcher for Sacramento County (in case I get fired as a Real Estate Agent II which I was just promoted to), but I just don't think I could do a shift and then run home to listen to my "fun" radios. Ed asks: Where did I see an article headed "Monitoring the Columbia"? Bob Grove runs a great list of Kennedy Space Center freqs contributed by one "Fred FL-044" on pp. 35-36 of the December '81 issue. If anyone missed it, that issue had a lot of good poop. Please note on p. 3 that 1980-81 back issues are available for $1.50 each from Bill Ell, Sect. 2831 Hermanos Street, Pasadena, CA 91107.

Some quick notes: Time-Life Books, Time & Life Building, Chicago, IL 60611 is offering their excellent series "THE EPIC OF FLIGHT" for $12.95. Check the Sunday Supplements in your newspaper. If you groove on flying machines, this series ought to really set you free. If you can't afford to get into a series of Time-Life books then do do this: Go down and pester your local bookstore for a copy of the new super-book: "THE HISTORY OF THE U. S. AIR FORCE" by David A. Anderton put out by the Crescent Book Division of Crown Publishers, Inc. (New York). It is 255 pages of pictures, profiles and text from Civil War balloons to what's coming in the 21st Century. I carried mine around with me at work until no one would come near me anymore. It now lays on an oriental tea-cart in my living room just waiting for some hapless soul to say, "Weren't you in the Air Force, Ron?" I paid $15.95 for it and it doesn't even mention my name. Trust me--get a copy.

Funny story: I mounted one of my many antenna masts to the back yard fence. On Friday the 13th (Nov) the North and West had a giant windstorm. The next morning I found the fence blown down flat but the mast was still standing. My wife would have preferred it the other way around, as the fence is still laying out there. So what, all the radios still work fine. (What do they know anyway.)

R. G. BORDE
748 Harvard Ave.
Sunnyvale, Calif. 94087

BC220RC IMAGE FREQUENCIES - 8 EQUATIONS

BASIC	8 POSSIBLE IMAGE FREQUENCIES W/ EQUATIONS							
PROGRAMMED FREQUENCY	BASIC −21.6	BASIC +21.6	BASIC X3−43.2	BASIC X3−21.6	BASIC X3+21.6	BASIC X3+43.2	BASIC −43.2÷3	BASIC −21.6÷3
118.0	NONE	139.6	NONE	NONE	NONE	NONE	NONE	32.135
119.0		140.6						32.465
120.0		141.6				NONE		32.8
120.935		142.535				406.005		33.112
122.0		143.6				409.2		33.465
123.0		144.6				412.2		33.8
124.0		145.6				415.2		34.135
125.0		146.6				418.2		34.465
126.0		147.6				421.2		34.8
127.0		148.6				424.2		35.135
128.0		149.6			NONE	427.2		35.465
128.135		149.735			406.005	427.605		35.512
129.0		150.6			408.6	430.2		35.8
130.0		151.6			411.6	433.2		36.135
131.0		152.6			414.6	436.2		36.465
132.0		153.6			417.6	439.2		36.8
133.0		154.6			420.6	442.2	NONE	37.135
134.0		155.6			423.6	445.2	30.265	37.465
135.0		156.6			426.6	448.2	30.6	37.8
136.0		157.6			429.6	451.2	30.935	38.135
* 137.0		158.6			432.6	454.2	31.265	38.465
138.0	NONE	159.6			435.6	457.2	31.6	38.8
139.6	118.0	161.2			440.4	462.0	32.135	39.335
140.0	118.4	161.6			441.6	463.2	32.265	39.465
141.0	119.4	162.6			444.6	466.2	32.6	39.8
142.5	120.9	164.1		NONE	449.1	470.7	33.1	40.3
142.535	120.94	164.14		406.005	449.22	470.805	33.11	40.312
143.0	121.4	164.6		407.4	450.6	472.2	33.265	40.465
→ 144.0	122.4	165.6		410.4	453.6	475.2	33.6	40.8
145.0	123.4	166.6		413.4	456.6	478.2	33.935	41.135
146.0	124.4	167.6		416.4	459.6	481.2	34.265	41.465
147.0	125.4	168.6		419.4	462.6	484.2	34.6	41.8
148.0	126.4	169.6		422.4	465.6	487.2	34.935	42.135
148.4	126.8	170.0	NONE	423.4	466.8	488.4	35.065	42.265
149.735	128.135	NONE	406.005	427.605	470.805	NONE	35.512	42.712
150.0	128.4		406.8	428.4	471.6		35.6	42.8
151.0	129.4		409.8	431.4	474.6		35.935	43.135
152.0	130.4		412.8	434.4	477.6		36.265	43.465
153.0	131.4		415.8	437.4	480.6		36.6	43.8
154.0	132.4		418.8	440.4	483.6		36.935	44.135
155.0	133.4		421.8	443.4	486.6		37.265	44.465
156.13	134.53		425.19	446.49	489.99		37.645	44.845
157.6	136.0		429.6	451.2	NONE		38.135	45.335
157.65	NONE		429.75	451.35			38.15	45.35
160.0			436.8	458.4			38.935	46.135
162.4			444.0	465.6			39.735	46.935
162.55			444.45	466.05			39.785	46.985
165.0			451.8	473.4			40.6	47.8
170.0			466.8	488.4			42.265	49.465
* 170.53	NONE	NONE	468.39	489.99	NONE	NONE	42.445	49.645

* NOT PROGRAMMABLE, BUT IMAGE FREQS. ARE RECEIVEABLE

? Beginners ?????? Corner

Have a question? If you are a new scanner listener and don't understand something about monitoring that almost everyone else seems to understand, send in your question. When possible, your question and the answer will be printed. No answers will be sent by return mail. Your name will not be printed. Write to: David E. Crowley, 7234 Balson Ave., University City, MO 63130.

Q. Apparently the memory in my Bearcat 210 scanner has failed. The channels read, "14.59, 12.030, 20.99, etc." I measured the voltage of the button battery at the back of the set and it was 1.0 rather than 1.5 Volts. The set works fine with this battery removed. What happened?

A. The purpose of the button battery is to keep the memory alive when the set is disconnected from the 120 VAC line, or from an automobile battery if mobile. My best guess is that the internal resistance of your old button battery (1.0 V) is lower than it should be, with the effect of reducing the effect of reducing the voltage available to keep the memory going when the set is plugged in. Removing the old battery permits the memory voltage to return to its proper level. Try a fresh battery and let me know what happens.

Q. I want to obtain a copy of Louis Smith's book, The Complete Guide to Scanners and Monitors, Tab Books, $9.95. Where do I write?

A. To the author at R.D. #6, Box 479, Latrobe, PA 15650.

Q. I'm truly a beginner at scanning. What non-technical book do you recommend?

A. There are several books, including some written by RCMA members, which aren't too technical. Rather than list them here, I suggest that you go the nearest Radio Shack or electronics shop and browse among the the books on display. In the January and May columns for 1980, I listed quite a few books available then. As this list is way out of date, I would welcome any reader's effort to produce an updated list of books for beginners. Send me a typed copy and I'll print it. Compiling such a list would be an excellent exercise for the beginner who asked this question.

Q. I've read that the UHF-TV-Land-Mobile shared channels (470-512 MHz) are restricted to the 12 largest metropolitan areas. What are thy?

A. Boston, Chicago, Cleveland, Dallas/Ft. Worth, Detroit, Houston, Los Angeles, Miami, New York, Philadelphia, Pittsburgh, San Francisco and Washington, DC. That makes 13. (FCC Rules 90.303).

Comment for the month: Several readers have responded to the request for help with the Realistic PRO-2002 scanner. I haven't quite yet decided the best way to handle these and similar contributions dealing with the various programmable scanners and the exotic tricks needed to make them perform far beyond the wildest hopes (and fears) of their designers. Usually the material is too technical for the Beginners Corner, yet of great interest to many readers. Readers, any ideas? Some of you have sent me stamped self-addresse letters. Please save your postage, as I cannot respond individually. I usually work the answer in to the column one way or another.

BELOW 30 MHZ

Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc.--essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906
If you need a reception report form, please enclose a SASE with your request.

H E L L O & W E L C O M E to the revived "Below 30 MHz" section of the Newsletter! I'll be picking up where Chris Devendorf left off. Thanks, Chris, for helping me get started, especially for forwarding that great heap of loggings from the members. Having read Sec. 605 of the Communications Act in the December issue, I'm not sure the log is legal, though it's been published for years. In order to check more thoroughly, I'm going to hold back this time. If I decide not to risk printing the log, this will not hamper the development of the column. Even without published intercepts, we could describe frequency usage from a systems perspective--just as the UHF/VHF service columns do. And in any event I intend to hunt up some HF news each month. I hope these alternatives will prove to be as interesting for you as a log--maybe moreso.

Before getting down to business, a bit about myself: I'm 34, living since July on the beautiful east side of Providence, on a hill overlooking downtown. I work at home--drawing, writing, graphic design, and art-editing the CoEvolution Quarterly (subscriptions $14/year, Box 428, Sausalito, CA 94966). All that is eye/hand work, so my ears are free to listen to my Sony ICF-2001 and Bearcat 220. Well, enough of me--on with the news.

(Treading delicately into the grove of another Robert) NTIS has released a monumental study of actual and potential use of HF by the US Army. By monumental I mean 1281 pp. in 13 volumes costing $132.50 paper, $45.50 microfiche. Each volume has its own title, order no. and price, so I won't list them all here. You can find them in the July 3, 1981 issue of NTIS's biweekly catalog, Government Reports Announcements & Index, in any good library's science section, or send me a SASE and 15¢ for photocopies of the catalog entries. Produced for the Army by the Collins Division of Rockwell International, the study's premise is that "HF equipment and system design have been largely ignored by the US Army during the past 10 years. This was in anticipation of achieving sufficient and effective communication via use of other frequencies and media. It is now apparent that HF is a more viable and useful tool than previously thought." However, the study concludes that "The continued use /of/ analog voice at HF is suspect because of the requirement for security." The way to go, according to Collins, is digital: "A single-tone modem with with waveforms designed in concert with the radio filters and using an adaptive filter to compensate for the HF path offers the highest efficiency for digital voice." Something tells me those radio filters won't be available to amateur monitors.

As the Space Shuttle moves toward a regular flight schedule, HFanatics should be able to listen in on some of this exciting ship's voice channels. Glenn Hauser reports that 10.780 was used Nov. 4 during the second test launch. Perry Ferrell's Confidential Frequency List says that's the fq of AFE70, a 40 kw station in Cocoa, FL, used formerly by the Atlantic Missile Range Control, and a fq used extensively by the Navy in the Atlantic.

I had expected to introduce the log at this point, so without it I've run a bit short. If you have any questions, comments, tips, mysteries, or unfulfilled wishes for this column, by all means send them in! If I can't respond to them, at least I can publish them and let other, more knowledgable members take a whack at them.

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufacturers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/ hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies.

EDITOR NEEDED!

Do you have an interest in business frequencies? Do you know the difference between an itinerent and local control channel? Can you recognize a press relay frequency from a manufacturing allocation? Can you type well? Do you have several hours a month (4 to 6 hours at the most) do devote to RCMA? Then, your help is needed to take over this column. The newsletter needs a new editor for this column and we would like the new person to take over as soon as possible for this popular section. If you can answer "yes" to the above questions and would like to take on the challenge, TYPE a letter stating your qualifications to RCMA Managing Editor, P.O. Box 1119, Flemington, NJ 08822.

ORANGE COUNTY (CA) TOWING FREQUENCIES from Jeff Lee (CA-OR-012)

43.0000--MCFARLANDS TOWING-ORANGE	KVC412
43.0000--NELSON AUTO SERVICE-HNTGN BCH	KAW284
43.0000--ROLLINGS AUTOMOTIVE-FUL	KET758
43.0000--SLIMS TOWING-ANAHEIM	KGQ648
150.8000--CHURCHS AUTOMOTIVE-GRDN GRV	KVI853
150.8150--ACTION TOWING-GRDN GRV	KCT880
150.8150--COAST TOWING-COSTA MESA	KFS796
150.8450--BILLS EXXON-BREA	WYG304
150.8600--CENTURY SERVICE TOWING-ANAHEIM	KVI797
150.8750--OWENS TOWING-BUENA PK	WZY368
150.8900--CHUCKS UNION-ANAHEIM	KVI853
150.8900--LEROYS EXXON-FUL	WRJ306
150.9050--A A A	
150.9200--A A A	
150.9350--A A A	
150.9500--A A A	
150.9500--A A A-GRDN GRV	KCO672
150.9650--A A A	
151.4850--PHILLIPS GARAGE-BREA	KDO932
151.6550--CYPRESS AUTO TOW-CYPRESS	WSW876
151.6550--DAVES TOWING-SANTA ANA	WXP994
151.7150--HARBOR TOWING-COSTA MESA	
151.7750--CUSTOM TOWING-COSTA MESA	WYX235
151.8050--SEVEN CITIES TOWING-FUL	WRP633
151.8950--MESA TOWING-COSTA MESA	KLV329
151.9550--HARBOR TOWING-COSTA MESA	KWV847
157.4700--BEN WARNERS-SANTA ANA	KFR768
157.4700--WISE TOWING-GRDN GRV	KTL566
157.4850--EL TORO GARAGE-EL TORO	KBO860
157.4850--MCFARLANDS HVY DUTY TOW-ORANGE	WSU569
157.4850--R&W AUTOMOTIVE SRVC-ORANGE	KBT243
157.5150--GRAHAMS CHEVRON SRVC-LA HABRA	KQP531
461.3000--TEDS TEXACO-SANTA ANA	WQR684
461.4750--HARRYS TOWING-EL TORO	WYX775
461.5000--IRVINE TORO TOW-SANTA ANA	KXU905
461.9500--JESSIES TOWING	WSS410
462.1000--W W AUTO BODY & TOW	KSX436
463.5750--ACE TOWING-SANTA ANA	KVD999
463.6250--MISSION VIEJO TOWING-SANTA ANA	WRX779
463.9500--A A A	KZM307

464.3250--UNION 76-ORANGE	WQM551	
464.5250--FARWEST TOWING-ORANGE	KUX348	
464.6750--SOUTHLAND TOWING-FTN VLY	WXK487	
464.8750--BOBS TOWING-GRDN GRV	WQE999	
464.8750--REINDEER TOWING-SANTA ANA	KUZ798	
464.9250--EDDS TOWING-FTN VLY	KKP478	
464.9250--GREAT WESTERN TOWING-HNTGN BCH	WYX881	
466.1500--ARTS SHELL-COSTA MESA	WBL830	
466.4000--R&S TOWING-ANAHEIM	WBS564	
466.5000--GOLDEN STATE-EL TORO	WGD683	
467.6250--SPENCE AUTO RECOVERY-BUENA PK	KAA969	
469.9750--BENS W W TOWING-ANAHEIM	WDS612	
508.1125--FREEWAY SHELL-GRDN GRV	KU3950	
508.4375--KIMS SHELL SRVC-SANTA ANA	KNO315	
511.0125--BEST TOWING&TRANSP.-HNTGN BCH	WIC680	
806.2875--BROWNIES TOWING-BUENA PK	WCL809	
807.5375--FARWEST TOWING-ORANGE	WDL685	
807.6625--CALIFORNIA TOWING-SANTA ANA	WFX591	
808.0375--PEREZ UNION 76-EL TORO	WQA400	
808.4125--NICKS UNION SERVICE-EL TORO	WSB560	
809.4875--CYPRESS AUTO TOW-CYPRESS	WGG498	
816.7875--BLUEBIRD TOWING-ORANGE	WGA794	trunked
816.7875--G&W TOWING-COSTA MESA	WGI570	trunked
851.9375--INLAND TOWING-EL TORO	WZZ494	
852.6625--CALIFORNIA TOWING-EL TORO	KUZ807	

CANADA

Send Canadian frequency information, radio system details, other information relating to Canadian monitor radio listening, and questions to: Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

Well to start things off this month, I would like to again apologize for last month. The work load during the latter part of the month was very heavy. I had midterms and a major report that had to be done. Now they are all overwith. All I have to do now is to catch up in a couple of my courses, study for finals and prepare another report. This report is a design report in which I must design a transportation system for the 1988 Winter Olympics. It is due in two weeks, and I have barely started. (Nothing like leaving things to the last minute) In the middle of all this excitement I decided I should do my column. The major reason I wanted to make sure I got a column in this month (other than my responsibilities to the club) is some very important news that Chris (CAN-061) sent me.

Chris sent me a newspaper clipping from the Toronto Globe and Mail. This article appeared on page B20 of the October 17, 1981 edition. It concerns a proposal by the DOC to allocate mobile licences in the 800 MHz band. Below is the article word for word. The writer of the story is Jonathan Chevreau and the title is "Radio Service Could Expand."

> More users of mobile radio service would be able to employ the increasingly crowded frequency spectrum under a new licencing policy being considered by the federal Dept. of Communications.
>
> It says about 450,000 systems in use by taxi lines, couriers, pizza and other delivery services would get an improved quality of service, and more privacy under the plan, formal notice of which appears in the Canada Gazette today.
>
> The opening of a new radio band in the 800 MHz

frequency range to accommodate new mobile services would also stimulate Canadian design and manufacturing of both terrestrial and space-oriented mobile radio industries, it says.

Public discussion on the introduction of cellular mobile radio systems in the new band will extend until mid-February, 1982, said Communications Minister Francis Fox.

A cellular system refers to a system under which a number of small geographic sections of a city can use the same frequency in their own service area, without interfering with adjacent sections.

To cross from one cell to another, a complex automated computer system is necessary. The department wants public comment on whether the added expense of such a system would offset the advantages of more users, an improved grade of service and fewer delayed calls. If adopted, the new policies would provide benefits to both users and providers of mobile radio services. An opportunity will be created for a vigorous "radio common carrier" business, said Brian Salisbury, systems engineer manager for Motorola Ltd. of Toronto.

Users who could not afford to own their own mobile radio service would be able to rent service from such carriers.

Also proposed is a mobile satellite system which, in conjunction with the cellular system, would provide mobile telephone and other mobile radio services in remote areas of Canada.

Well, there is a lot of information in that article, but it also raises a few questions. It seems pretty definate that 800 MHz is coming to Canada. The way it is worded, it seems that this band will only be open to private businesses and communication carrier companies. It doesn't mention public safety communications systems. I guess the best we can do is wait and see who moves into this band.

The length of the mobile antenna used by the 800 MHz system will of course be very short. I think the length will be about 1 or 2 inches, but I could be wrong.

The mention of the mobile-satellite system does suggest some very fascinating possibilities. If an efficient system could be set up, reliable communications in remote areas, such as the N.W.T. and the Yukon, would be possible. I do not know now what kind of radio systems are in place up there. I would guess that HF is used to a large extent.

Anyway that's enough gab. I have written to the DOC for some more information on the proposed licencing policy. I would also like to point out that it is only a proposed policy. It seems unlikely, but the entire idea could be dropped, or portions of the proposal. One item that the article does not provide is when the first licences for 800 MHz might be issued. So don't go rushing out to buy new 800 MHz scanners just yet. One thing you can be sure of though, and that is that 800 MHz is on the way in Canada.

Speaking of new scanners, the Bearcat 100 should be available to the public by the time you read this. As of this date, and as far as I can tell, the scanner is not available yet. One good feature of this scanner, other than the fact that it is a pocket programmable, is the fact that it will directly receive the 138-144 and 406-420 MHz ranges. This coverage is also available in the BC220RC. Up here in Canada, as you Americans may or may not know, these ranges are in heavy use up here. Police and other Public Safety agencies use them, as well as many businesses and communication carrier companies.

If I am convinced that this scanner is defect-free, I know I am going to buy one. I wonder what the response from the various

governmental agencies will be towards this very versatile, portable scanner?

I would just like to take this opportunity to thank all of those people that have written to me. I have responded to a few of them, but not all. Unfortunately the majority are unanswered. Please bear with me, I will answer soon. By the time you read this column, you should have your answers, replies, or what have you. I will answer all letters.

Doug (CAN-041) has, in late October, mailed out the Canada Sociable Member's Directory. If you have applied to be in the directory, and you haven't received your copy by the time you read this, you'd better find out where the mix-up is.

I am now going to continue the list of material that Guy (CAN-031) sent me a while back.

CFS GOOSE BAY, LAB.	
RADIO (FSS):	126.7 126.9 122.5 121.5 243.0
(radar) TML/ARR/ DEP/CLNC DEL:	117.3tx only 119.5 267.1 121.5 243.0
TWR:	119.1 236.6 121.5 243.0
GND:	121.9 275.8
A/G: Base Ops	319.4
MF:	119.1
VOR/DME:	117.3 & Wx
VDF:	119.1 121.9 126.7 121.5 243.0
ILS:	110.3
RADAR:	117.3tx only 118.1 121.2 134.1 255.4 269.6 289.4 335.8 121.5 243.0
CFB GREENWOOD, NS	
TML:	120.6 283.9 335.9 121.5 243.0
TWR:	119.5 126.2 236.6 324.3 121.5 243.0
A/G: Base Ops	308.6
PMSV (Wx):	344.6
ILS:	110.7
RADAR:	118.1 134.1 258.6 289.4 378.5 121.5 243.0
CFS GYPSUMVILLE, MAN	
A/G:	122.8 364.2 121.5 243.0
CFB MONTREAL (ST HUBERT), PQ	
ARR:	125.15 287.2
TWR:	118.4 122.5Rx only 352.5 121.5 243.0
GND:	126.4 283.4
DEP:	124.65 323.2
A/G: Base Ops	135.9 268.0
ATIS:	118.0
VDF:	118.4 118.6 126.4 121.5
ILS:	111.1

CFB MOOSE JAW, SASK	
(radar) TML:	227.6 342.9 119.0
	121.5 243.0
(radar) ARR:	349.4 378.5 381.3
	289.4 374.1 308.3
	274.5 119.0 134.1
	121.5 243.0
(radar) DEP:	234.4 230.1 119.0
	121.5 243.0
CLNC DEL:	119.0 234.4
TWR:	295.6 310.8 236.6
	126.2 121.5 243.0
GND:	121.9 275.8
ATIS:	257.8
PMSV (Wx):	344.6
VOT:	114.8
UDF:	227.6 236.6 275.8
	295.6 310.8 342.9
	349.4 378.5 381.3
	243.0
ILS:	109.3
RADAR:	119.0 134.1 274.5
	289.4 308.3 349.4
	374.1 378.5 381.3
	121.5 243.0

I will be printing further installments of Guy's material in future issues. The following material comes from Doug (CAN-041):

Canada Dept. of Corrections		XMI-581 Ottawa	163.830
Canada Dept. of Indian and Northern Affairs			
	Hobema, Alta.	XLK-243	153.995
	Banff, Alta.	XLK-517	166.020
		XLL-883	166.050
	Calgary, Alta.	XLK-547	166.020
	Jasper, Alta.	XLL-882	166.725
			166.050
			166.650
	Lake Louise, Alta.	XLK-547	166.020
			166.050
			166.650
			166.260
			166.605
			166.725
			166.260/166.770
			166.020/166.830
	Cardston, Alta.	XLJ-540	157.890/152.630
			158.010/152.750
		XLK-262	165.900/165.210
		XLM-550	165.570/164.820
Canada Dept. of Fisheries and Forestry			
	Banff, Alta.	XLK-581	172.140
		XLK-582	172.050
Canada Dept. of Fisheries and Oceans			
	Bathurst, NB	XLK-420	166.800/167.880
Canada National Harbours Board			
	St. John, NB	VDX-52	151.145

Well I'm afraid I am going to have to cut it off at that point. I'll be continuing both lists next month. By that time, my finals should be over, and I can get back to 8 hours sleep every night. Till then, happy listening. (Also: please send me more information for the next column.)

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make your desires known. Remember—those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address.

Write to: John W. Darr, P. O. Box 1652, Cheyenne, WY 82003-1652

CODES/FREQUENCIES SWAP: Long-time scanner buff, with many frequencies and codes of the New Haven and Fairfield County areas of Connecticut, will correspond with other RCMA members. [11-3-81]

ALLAN OAK NESTERUK (CT-Ø55), 45 Murray St, Ansonia, CT 06401

NEW JERSEY INFO: New member seeks info pertaining to active New Jersey Forestry/Conservation frequencies. Interested in state/federal parks, forest fire service, rangers, fish & game, etc. [11-7-81]

ROBERT S MATTSON (NJ-137), 2820 Bridge Ave, Point Pleasant, NJ 08742 // (201) 295-4855 after 4:30 p.m.

INFO WANTED: Radio codes and grid maps (PD) of Tucson, AZ, and AZ-DPS radio codes (more complete than RCMA May 1981 had) are needed. Also -- does anyone know the frequencies used by USAF for investigating UFO reports? Would it be low band for better coverage? Anyone interested in forming a monitoring net/club to discover these frequencies, please contact below. [11-7-81]

DEAN LASKO (AZ-Ø32), P O Box 27412, Tucson, AZ 85726 // (602) 795-9383

WHERE'S THE MIDLAND CO? Can anybody supply the address of the Midland Company? [11-14-81]

SCOTT GLICKER (FL-Ø33), P O Box 17255, Plantation, FL 33318

FREQS TO SWAP: Have many frequencies in the Philadelphia, Bucks County, and Montgomery County areas, including federal government. [11-16-81]

MARC H SCHLESSINGER (PA-149), 2273 Maltese Court, Bensalem, PA 19020

VARIOUS INFOS WANTED: Reno, Nevada, member wishes to obtain radio codes as used by Ohio Turnpike maintenance/road service units and Ohio State Police (District 10). Also need schematic/service manual for Regency ACT-W10 and DFS-5K. Will reimburse all copy and postage costs, or will copy and return, or whatever. [11-20-81]

FRANK CAJAR (NV-Ø11), 710A Forest Street, Reno, NV 89509

ATTN: CONNECTICUT MEMBERS Wish to start a Connecticut chapter? Call if interested. [11-21-81]

BILL MOORE (CT-Ø38), 950 Farmington Ave, New Britain, CT 06051 // No collect calls, please! 203-223-0840 10 a.m. - 9 p.m.

MEMBERS NEEDED: RCMA and SCAN members in Ohio, to work for more accurate frequency and code data in use in Ohio. Please send an S.A.S.E. for details. [12-2-81]

JERRY CALLAM (OH-Ø15), 104 Maplewood, Mt Vernon, OH 43050

EDITOR's NOTE: Due to my scheduled hospitalization and rehabilitation, the chances are excellent that next month's column will not appear. I apologize to those of you who will suffer delays in having your items appear; however, it simply can't be helped. Cheers!

FCC TOPICS

George DuBois, Editor

Send FCC news and information of interest relating to two-way communications above 30 MHz, as well as questions regarding the FCC Rules and Regulations, to: George DuBois, 10048 NE Campaign, Portland, OR 97220.

Experimental Authorization

A fellow scanner enthusiast with whom I correspond regularly (for me, "regularly" meaning every six months) asked about developmental operation so I figured this would be a good time to cover it in detail.

Developmental authorization is the operation "for the purpose of testing concepts in the use of radio appropriate to the radio services governed by this Part" (Part 90). In other words, a person would have to be eligible in one of the Public Safety or Industrial Services to be authorized for developmental operation. Or at least that's what you and I are interested in. With the exception of frequencies that are reserved exclusively for developmental use, an applicant has to submit an organized plan of development leading to a specific objective. He has to show that it will lead to the expansion of the radio art. He must also prove that he is legally and financially qualified to conduct his program.

Once he's on the air the operator must not cause interference to stations regularly licensed by the FCC. His authorization is subject to change, or cancellation, at any time and without a hearing. Finally, within sixty days after the license expiration, a report must be filed detailing the results of the operation, an analysis of the results and the total number of hours of operation. Or, this same report must accompany an application for renewal, if one is made. If the party requests it, the report will be used just for the FCC's information and will not be made public.

The frequencies available for developmental operation are those that are available in the service in which the applicant is eligible to operate. In other words a person or company testing a new concept in the Power Radio Service can choose from the frequencies available in the Power Radio Service, providing that there are frequencies available, of course. There are also frequencies available just for developmental operation. In the Public Safety services (police, fire, Highway Maint.,etc.) the frequency bands are 31.99 to 32.00, 33.00-33.01, 33.99-34.00, 37.99-38.00, 39.00-39.01, 39.99-40.00 and 42.00 to 42.01 mHz. In the Industrial services (Business, Sp.Indust., Power, etc.) the ranges 30.56-30.57, 35.00-35.01, 35.99-36.00 and 37.00 to 37.01 mHz are available. And in the Land Transportation services (Motor Carrier, RR) the band 33.00 to 33.01 mHz may be used. (The exact frequencies would be, for example, 33.05, with all emissions to be confined to the band 33.0-33.01 mHz.) A quick look through the FCC microfiche shows no licenses listed for any of these channels. Most developmental operation takes place on the regular channels available in the various services.

Equipment used in developmental use does not have to be type-accepted. The station must meet the FCC technical and operating requirments unless the license specifically exempts them, although on some of the exclusive developmental channels any type of emission, except pulsed emission, is allowed. If any phase of operation isn't covered by the FCC rules, the FCC may impose additional conditions or requirements, as needed.

The "in" thing these days is compressed- audio single sideband. A number of developmental licenses have been issued for these ACSB (Amplitude Compandored SideBand) systems, in a number of services.

Developmental licenses are also issued for a myriad of other applications such as wildlife tracking, testing of traffic counting devices, new antennas, even a tire failure warning device.

Also under the heading of Experimental service is Research authorization, issued to persons "qualified to conduct experimentations utilizing Hertzian waves for scientific or technical research not related to an existing service." Also eligible are communications used in connection with research when no other means of communications are available. This includes the development of new equipment, technical demonstration of equipment and experiments under contract with the US Government. Frequencies available for Research use are any of the Government or non-Government frequencies, provided that the need is fully justified.

Hold the phone

Just about every Final Order the FCC issues is challenged for one reason or another, usually by the same parties who opposed the original proposal, or some part of it, and usually for some self-serving reason. Their petitions are usually denied, most times without a hearing, since they rarely present any new points that were not considered by the Commission in dealing with the proposal originally.

Anyway, the Commission was to have begun accepting applications for licenses for 800 mHz cellular mobile telephone systems on Nov. 23 (see Aug. column, p. 66). But they have stayed the acceptance date since they have received not one or two, but 25 Petitions for Reconsideration of the cellular allocation. Plus, they got three motions for Stay of Order, 13 opposition pleadings and 13 reply pleadings. Consequently, the new acceptance date for license applications will be 30 days after the Commissions Order resolving these Petitions.

Big bucks rest on the outcome of this proceding. It was thought that by dividing the available channels between wireline common carriers (AT&T) and radio common carriers, competition would be assured. AT&T could probably begin service within a year or so using their "vast resources and expertise", while eventual competition by RCC's would be assured. But then, some parties thought that AT&T should be excluded from the cellular market altogether. The Commission expects to render a Soloman-like decision by late December.

FEDERAL GOV'T and ★ MILITARY ★

Robert B. Grove, Editor

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to: Robert B. Grove, Route 1–Box 156, Brasstown, NC 28902. Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

New Newsletter for the listening hobbiest

A brand new broad-spectrum newsletter dedicated to the serious listener to the radio spectrum has been announced by Grove Enterprises. Monitoring Times will publish its first issue in January 1982. Anyone whose name is on the Grove Enterprises mailing list will receive a copy free of charge. RCMA members are invited to send their names and addresses if they are not presently on the mailing list for their free copy.

Monitoring Times will cover all aspects of radio listening from the lowest frequencies of ELF and VLF through microwave and satellites.

Articles appearing in the first addition include: SPACE SHUTTLE COMMUNICATIONS MONITORING, DX'ING WITH YOUR SCANNER, QUESTIONS AND ANSWERS, TUNE IN ON THE SMUGGLERS and many more.

The unique periodical fills a void which has been present in our hobby too long! Reserve your copy by writing Grove Enterprises, Department F, Brasstown, North Carolina 28902.

WARC and the Ham Bands

The recent World Administrative Radio Conference held in Geneva, Switzerland authorized three new amateur radio bands in the 10, 18, and 24 MHz regions of the HF spectrum.

To test propagation on these new bands, experimental station KK2XJM has been transmitting beacons on Thursdays at 7 p.m. EST (0000UTC) on the following frequencies: 10410, 18108, and 24930 kHz. Listeners are invited to send any reports of successful reception to this column.

"Roger Wilco and Over and Out"

In our September column Jeff (GA-207) commented that Roger, Wilco, over and out are four separate responses in military parlance and are not used together in spite of TV and movie popularization of these expressions.

Now Mike (ID-001) writes to tell me he just heard "Roger Wilco" on 11239 kHz--a busy Air Force frequency! So maybe the radio operator was a devotee of late night television?

Washington/Oregon Frequency Directory

R. L. Gehri has released his updated Winter edition of his POLICE AND FIRE FREQUENCY LISTING, including federal/military, public safety, broadcast, aeronautical, telephone, press, business, taxis and other services as well.

For your copy send $8.95 to:Police and Fire Listing, 706 W 43rd Street, Vancouver, WA 98660.

And Now, on with the show!

From Greg (Alexandria, VA)

141.325	Army
141.550	89 MAW Andrews AFB
143.715	Navy Taxi Control
143.800	AF Reserve, Andrews, MD
148.275	Air Force Pagers
148.455	AF "Minuteman" Repeater
148.655	Ft. Myer (VA) Ceremonial NET
162.975	USAF (CID) Andrews AFB
163.4875	Boling AFB Security (DC)
163.5125	Langley AFB Security (VA)
169.200	Smithonian Institute, Washington, DC Security
173.5875	Andrews AFB Fire and Crash Crew
407.425	Andrew AFB Mobile Telephone
411.625	Park Police DC Downtown
411.725	Park Police DC Downtown

Thanks, Greg.

From Walt (CA-OR-129) NATIONWIDE FEDERAL ALLOCATIONS

163.1 418.05 418.575	Itinerant Simplex Frequencies. No base stations allowed. For temporary use only.
168.35 408.4 418.075	Multi-Agency Simplex Frequencies. For either permanent or temporary use.
163.25	Paging Frequency
150.775 150.79	Extender Frequencies. For Mobile repeaters only. Output on HF, VHF, or UHF.

Thanks, Walt, for this interesting insight.

From Chuck (IL-141) LOWBAND FEDERAL SKIP

34.60	Nellis AFB Range and Nuclear Test site, NV
34.50 34.55	Training Exercises, San Diego, CA
34.65	Military Mobile Telephone
34.45	Aircraft Conservation or Forestry, Helping Coast Guard

ChucK also gives this hint; monitor local lowband frequencies like 42.6 and 42.68 MHz to tell when South American skip is in. Thanks, Chuck.

From Spencer (WA-026) Indian Reservations, Western Washington

36.18	Bereau Of Indian Affairs F1
166.6375	" " " " F2
168.375	" " " " F3

Repeaters are located at :

Capitol Peak, Crown Point, Gold Mountain, Hoquiam, Mount Constitution, and Neilton Point.

Thanks, Spencer.

The Space Shuttle Network

With America's new Space program, more and more listeners are tuning in on the Space Shuttle communications network. The massive HF network so prevalent during the Gemini and Apollo days has been dramatically reduced; only a handful of shortwave single sideband frequencies remain in regular use. Among those, 10780 (USB) is the most commonly-encountered. It is the check-in frequency for the Cape. Other frequencies reported during actual Shuttle missions include 6708 (booster tank recovery vessels) 7765 (recovery vessels alternate frequency) 20192 (LSB countdown and launch control transmissions from Cape Kennedy to Ascension Island tracking station) and 10303.5 (USB Vandenburg AFB/Edwards AFB point to point playback loop during shuttle landing).

We would appreciate contributing frequencies monitored and suspected in use by the space program.

"SUPER-SECRET FREQUENCIES"

Many covert operations of the Federal Government utilize the radio spectrum for communications. The National Security Agency (NSA) provides communications support and interception for many intelligence agencies including CIA. From time to time listeners will submit frequencies they suspect as being in use by these secret agencies. Obviously, it is not our intent to publish them in the pages of the RCMA magazine, but I would be pleased to correspond with individuals who have unusual frequency listings like these.

It is suprising what sensitive information may be intercepted by the casual listener unscrambled, and of national concern. That is one of the things that makes our hobby so facinating!

I would like to thank all of the thoughtful contributors who provided the information for this month's column. Won't more of you send information on your listening next month?

International

Richard Stein, Editor

This column is for reporting two—way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Richard Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

From MIKE LUSSIER:

Some frequencies obtained when we got stopped by the Holland Highway Patrol.

Amsterdam area and most (?) of Holland

East 86.975 Ch-9
West 87.000 Ch-10
Central 87.025 Ch-11

••••

Low band skip has been hd. every day for several months. Here are some of the more active frequencies:

32.500 Spanish	33.350 Spanish	33.550 Spanish	34.600 Spanish
35.180 Spanish	35.500 Spanish	35.700 Spanish	35.900 Sp/Fr
35.980 Spanish	37.000 Sp/Br Military	37.070 Spanish	37.400 Biwi/Port
37.460 Spanish	37.600 Portuguese	38.260 Portuguese	38.300 Spanish
38.360 Spanish	39.000 Canada Mil.	40.360 Spanish	40.650 Spanish
41.100 French	41.140 Spanish	41.350 Spanish	41.500 Spanish
41.550 Spanish	41.620 Spanish	41.900 Spanish	41.970 Spanish
42.000 Sp/Br Mil.	42.200 Biwi/Spanish	42.600 Portuguese	42.700 Portuguese
42.800 Spanish	42.900 Trinidad(Biwi)	43.25Spanish	43.300 Spanish
43.680 Biwi	44.100 Spanish	44.270 Trinidad(Biwi)	44.28 Spanish
44.330 Spanish	44.330 Spanish	44.530 Spanish	44.710 Spanish
44.760 Spanish	45.140 Spanish	45.340 Spanish	46.200 Spanish
46.500 Spanish	46.750 Spanish	47.580 Spanish	

These are just the freqs. that I've been monitoring. Most of the Spanish transmissions that have been tentatively id-ed are from Venezuela. There may be a couple from Columbia. There are a couple of Trinidadian freqs. with the very distinctive Biwi English that is at times very difficult to

understand. This also fits the current pattern since Trinidad is just off the coast of Venezuela.

••••

John Arendt in Oswego IL (IL-012) reports the following very interesting skip. He writes:
"A freq. of interest here in the Chicago area has turned out to be 42.840. Recent propagation conditions have turned this 'public service' freq. into a 'regular broadcast freq' here in the morning hours.

1. I was able to confirm reception of Radio Zinica at Bluefields, NICARAGUA on 7Nov81 at 1520Z using 2 different BC-250's with 2 different IF's (10.8 and 10.85). 1981 WRTVH lists this station as operating on a SW freq. of 6120 KHz. It appears that I've intercepted the 7th harmonic of the regular transmitter.

2. Another recent visitor here on the freq. is Radio Galeón at Santa Marta, COLOMBIA. (This BC station also appeared last winter due to the extreme propagation conditions).WRTVH lists this station as operating on 1450KHz, so I'm hearing a point-to-point studio link.

3. I've come across another 'broadcast link' on 41.890. They were relaying a football match on 11-29-81 at 1730-1800Z. Non-stop announcing in Spanish made an ID virtually impossible. There was frequent mention of Colombia, though. (I'm) guessing Bogota area).

I'm sure that members in other parts of the country will experience similar conditions on freqs. in the 30-50MHz band. The WRTVH will be a useful reference in situations like this. (Especially the most current edition since stations in Central and South America are oftimes like mushrooms-here today and gone tomorrow. Even last year's issue is of no help- ed.)

••••

Bob Kurtz was kind enough to remind me that French TV audio and BBC-1 TV audio, both AM, were very well received in Maryland. Bob was using both a Pro-3 and BC-250. The French TV is on 41.230 (I also hd this on 41.25 and 41.27). BBC is on 41.500. Reception on the Pro-3 was clearer than on the BC due probably to the wider band coverage and poorer AM rejection.

••••

Both the author of the article in the October Newsletter and I thank all those who wrote kind words about the article. The author writes:

'I wish I could have been more informative in that little article, but I had to be very careful what I stuck my nose into in the East. I did get a look into things there from time to time, however, since once you spend a few months in a place like Bucharest, you discover that near every large hotel there is a special parking lot for unmarked Security vehicles.You can get a fairly clear idea of what kinds of cars are used, who drives them, what sorts of antennas are used, and occasionally a peek at some equipment. In addition, if you are there as a student or teacher you have to apply for an exit visa every time you want to leave the country for a few days. This has to be done about 4 weeks in advance, and as soon as your application and passport go to the police for the visa stamp, they begin following you around. Believe me, it is a strange feeling when a little black Mercedes 190 appears behind every turn. You don't believe it at first, but you soon realize you haven't become hopelessly paranoid. They make the surveillance very obvious-- I suspect merely to warn you not to indulge in any smuggling or funny dealings with the locals. If they had wanted to be

unobtrusive I'm sure they could have been. Sometimes I wonder if it all really happened and have to look at my photographs and souveniers to prove to myself that it indeed did.'

Until next month שלום ולהתראות

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to: RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550. Please be sure to include your membership number.

EFFECTIVE IMMEDIATELY: All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed stamped envelope to the address above to receive a supply of forms.

I wish to remind everyone using this column that dealer ads are not supposed to be accepted for publication in this column. Based on complaints that I have received, it appears that a few ads have gotten by me. If you are in the business of selling equipment that may be of interest to RCMA members and wish an ad to be placed in this newsletter, you should contact the advertising manager.

.....

FOR SALE: Micro Design 150 microfiche viewer. $ 40.00. Contact: GEORGE TUCKER (WI-023), 4734 N. 49th St., Milwaukee, WI 53218 or phone 414-466-7339.

FOR SALE: Motorola type "AN" receiver crystals; typically used in the Motorola Model MO3CNB receivers. Frequencies: 153.890 / 154.370 / 154.400 / 155.280 mhz. $ 4.00 each. Contact: MIKE REDMAN (MO-002), Box 1177, St. Charles, MO 63301.

WANTED: Regency Touch 16 channel scanner. Contact: VICTOR SUMNER (IL-015), 541 West Station St., Kankakee, IL 60901.

FOR SALE OR TRADE: Bearcat 4-6 handheld scanner; less batteries and crystals. Excellent condition. $ 70.00 or will consider trading for a professional type Hi/Lo tunable monitor (no portables) in good working order. Also have Bearcat and Regency crystals for sale at $ 1.00 each. Bearcat frequencies: 153.320 / 154.515 / 155.070 / 155.730. Regency frequencie: 37.28 / 44.94 / 153.980 / 154.815 / 453.525 / 453.850. Contact: ROBERT S. MATTSON (NJ-137), 2820 Bridge Ave., Point Pleasant, NJ 08742 or phone 201-295-4855 after 1630 EST.

FOR TRADE: Regency Touch for Bearcat 101. Just aligned by factory and in excellent condition. Also, Bearcat 220 for Bearcat 250. Contact: MARC H. SCHLESSINGER (PA-149), 2273 Maltese Ct., Bensalem, PA 19020 or phone 215-638-2312.

FOR SALE: Motorola Dimension IV high band dual-tone sequential pager. Excellent condition, make offer. Also have some Regency crystals for sale. $ 2.00 each or 3 for $ 5.00. SASE for list. Contact: MARC H. SCHLESSINGER (PA-149), 2273 Maltese Ct., Bensalem, PA 19020 or phone 215-638-2312.

WANTED: Regency 10-20 16 channel TME-series crstal controlled scanner. Willing to pay any reasonable price. Contact: MARK A. THOMAS, JR. (VA-051), 12163 Nokesville Rd., Bristow, VA 22013.

FOR SALE: Regency type crystals. $ 2.00. SASE for list. Contact: MARK A. THOMAS (VA-051), 12163 Nokesville Rd., Bristow, VA 22013.

***ATTENTION DEALERS AND MANUFACTURERS: Do you have printed literature and/or advertising that you wish to pass on to RCMA members? If so, you may have your business name and mailing address included for publication in the MARKETPLACE column under the heading "DEALER/MANUFACTURER LITERATURE AVAILABLE." No specific items you may have for sale will be printed, just your business name and mailing address where members may write to receive such material. This category will continue to exist until RCMA resumes taking paid advertising.

DEALER/MANUFACTURER LITERATURE AVAILABLE: 20 page catalog of communications accessories & publications. Write to: GROVE ENTERPRISES, INC., Dept. F, Brasstown, NC 28902.

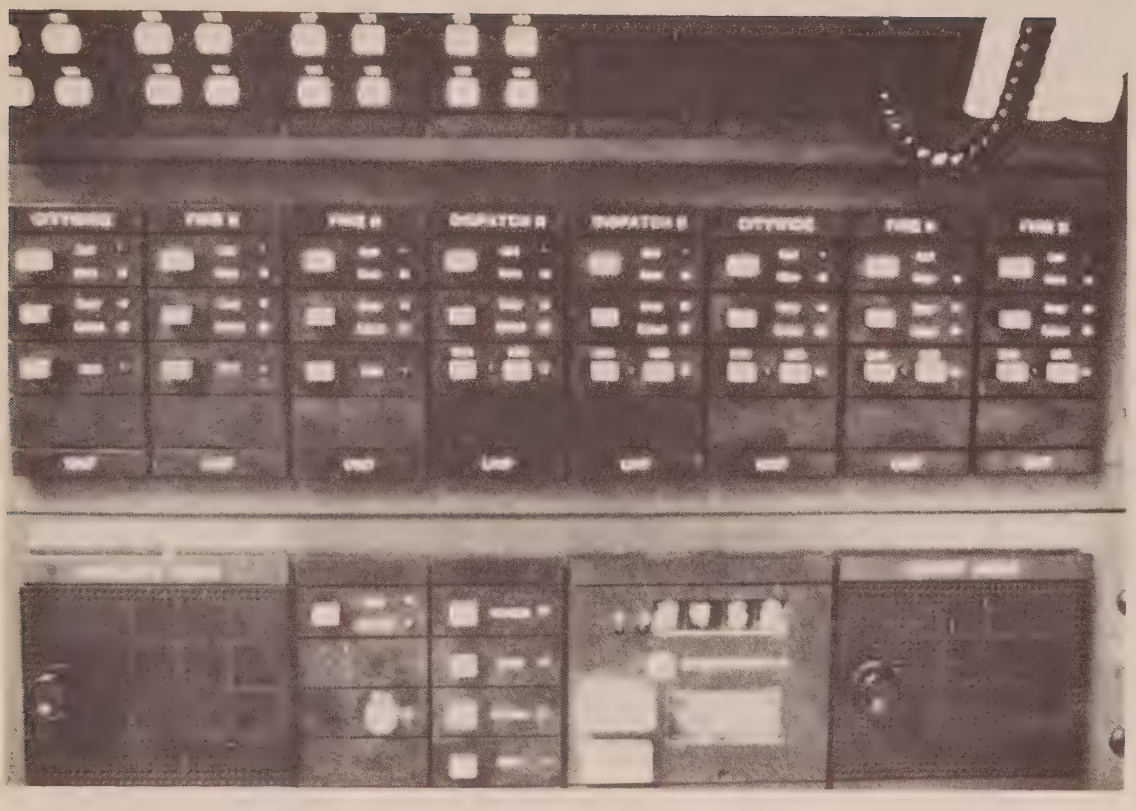
DEALER/MANUFACTURER LITERATURE AVAILABLE: Catalog. Write to: DEVER COMMUNICATIONS, Route 2 Box 277, Hot Springs, AR 71901.

DEALER/MANUFACTURER LITERATURE AVAILABLE: Catalog. Write to: CENTURY PRINT SHOP, 6059 Essex St., Riverside, CA 92504-1599.

DEALER/MANUFACTURER LITERATURE AVAILABLE: Free literature. Write to: DNE,INC., Route 7 Box 257, Hot Springs, AR 71901.

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3' by 5' inches or larger, black and white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.



No, this isn't one of our members' personal monitoring stations. It's the new Chicago Fire Alarm Dispatch Center, as toured by a recent staff of Chicago RCMA members, and photographed by none other than Ed Sirovy (IL-004). The tour was hosted by Chicago Fire Alarm Operators GREG (IL-065), and JIM (IL-066). Also present was CFD Battalion Chief PAT (IL-079). MIKE (IL-014) arranged the affair, and as you can see, numerous Chicago area RCMA members were in attendance.

Ed states that the Center is not fully operational, as the folks who designed it knew nothing about Fire Dispatching. Since the project was launched, the city has gone through three mayors and three fire chiefs. Among the items still needed are a computer controlled status map, moving the Ambulance Dispatch center in with their own MED channels, adding auxiliary channels now in use to the new radio consoles, adding more auxiliary channels, and connecting the city alarm wires. A microwave system is planned to connect the new center with the old fire alarm offices. Ed says there is serious talk about abandoning the old fire alarm box system. Not a good idea, Ed says, should there be a massive telephone system failure. "Had the firebox system been believed in October of 1871 instead of the lookout in the Courthouse tower 3 miles away, we might never have had a Fire Prevention Week".

In the photos we see the gang clustered around one of two three-position consoles that will be used for dispatch purposes. Each triad will serve half of the city and backup the other half. A large single supervisory console is provided in the center. These seem to be the Motorola Centracom Line of console apparatus. I

hope they are using Motorola base stations with those consoles or they're in for a whole bunch of problems. The closeup of the module assembly shows on the left, and "unselect speaker", and on the right a "select speaker". As you can guess, the channel you 'select' is heard from the 'select' speaker, and everything else that is not 'muted' is heard from the 'unselect' speaker. There's an "Alert" tone button in the center "Master Control Module", along with a "simulcast" select button, "Intercom" button for speaking to a repairman at the base station, and "all mute" button. The two large buttons next to the meter are "Transmit" and "Monitor", the latter providing tone squelch disable. Each "module" in the upper part of that photo controls an individual base station.

Another photo shows a member in the microwave area. Telephone company interconnect "Punch Blocks" in panels appear to the rear, while microwave apparatus and multiplexers are shown on the racks on the right. The batteries just to the rear of the fellow in the photo are probably backup power to the microwave assembly. There are three main transmitters and three 'hot standbys'. The rack on the far right is a firehouse installation of 1 transmitter and 3 receivers (12.7 watts at 820 Mhz.) to hit the repeater in case all microwave fails; they can operate on the mobile channels as control stations.

Most interesting set of photos, Ed. Thanks for sharing them with us. Send in your photos - photos most welcome of your club meetings or activities. I'll be looking forward to receiving and printing them!

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway and street maintenance, port authority/ bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional editors of Public Safety, who are listed below.

PUBLIC SAFETY - CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows:
Alabama, Arkansas, Louisiana, Mississippi, Oklahoma, and Texas to: Ken Pehl, 108 E. Centre St., Fredericksburg, Texas, 78624.
Illinois, Indiana, Wisconsin, and Michigan to John Arendt, 327 Boulder Hill Pass, Oswego, Illinois, 60543.
Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, South Dakota to Mike Redman, PO Box 1177, St. Charles, Missouri, 63301.

Greetings ans welcome from John, Ken, and I to another PS-Central. Not much time to ramble on this month, too much material for the column. So, keep the material coming in, and off we go...

KENTUCKY

TRACY (KY-026) sends additional material for Harlan Bell County in Kentucky. Underlined items indicate frequent use:

NAME	CALL LETTERS	FREQUENCY
KENTUCKY STATE POLICE	KIA480	44.62 45.86
	KXZ73	159.21
	KN9873	453.3000
	KSQ763	453.600 453.900
	WDQ432	453.800
	WGO55	458.300 458.600
	KKN93	458.900 154.68
HARLAN CO. RESCUE SQUAD	WZY358	45.92
TRI CITY RESCUE SQUAD (CUMB)	WRZ620	155.22
BELL CO. RESCUE SQUAD	KAT783	33.100
HARLAN POLICE DEPT.	KQS669	45.56 45.600
CUMBERLAND POLICE DEPT.	KIG457	155.13 155.37
MIDDLESBORO POLICE DEPT.	KIA516	155.13 155.37
PINEVILLE POLICE DEPT.	KIG731	155.73 155.37
HARLAN CO. SHERIFFS DEPT.	KSQ800	45.500
BELL CO. SHEFIFFS DEPT.	KRO348	39.500
BELL CO. FIRE DEPT.		154.37
WALLINS VFD		
HARLAN FIRE DEPT.		
LOYALL POLICE DEPT.		
CIVIL AIR PATROL		149.925
BOW VALLEY COAL RESOURCES		35.70
HARLAN MOBIL TELEPHONE		
HARH	KRJ726	155.34 155.28
PINEVILLE COM. HOSPITAL	KRJ745	155.34 155.28
MIDDLESBORO ARH	KRJ741	155.34 155.28

MINNESOTA

From a state we hear all too little from, CRAIG (MN-028) sends a whole batch of stuff for the Twin Cities, Southern Minnesota, and Northern Iowa. Craig offers these footnotes to the system, then it is printed in entirety:

1. Mower County Sheriff and Freeborn County Sheriff use 155.64 as intersystem from time to time. Mower dispatch uses 500 and Freeborn dispatch uses 2400.
2. Steele, Dodge, and Waseca County Sheriffs also operate intersystem between each other. Steele County - 100, Waseca County - 200, and Dodge County - 300.

ALBERT LEA CITY

POLICE:	155.010	KFF 320	SIMPLEX
FIRE:	155.880		SIMPLEX

AUSTIN CITY

POLICE:	155.130	KAA 506	SIMPLEX
FIRE:	154.145	KDF 585	SIMPLEX

OWATONNA CITY

POLICE:	155.565	KVP 727	SIMPLEX
FIRE:	154.175	KDB 701	SIMPLEX

ROCHESTER CITY

POLICE:	-SEE OLMSTEAD COUNTY SHERIFF-		
FIRE:	154.370	KAB 885	SIMPLEX

TWIN CITIES METRO

BLOOMINGTON CITY

POLICE:	155.700	KAL 580	SIMPLEX

BROOKLYN CENTER CITY

POLICE:	155.535	KGW 654	SIMPLEX

EDINA POLICE RADIO

POLICE:	155.670	KAI 993	SIMPLEX

GOLDEN VALLEY CITY

POLICE:	155.430	KBT 918	SIMPLEX

HOPKINS CITY

POLICE:	155.850		REPEATER

MAPLEWOOD CITY

POLICE:	154.860	KDP 374	REPEATER

MINNEAPOLIS CITY

POLICE:	460.025	KYF 400	B&M REPEATER (DISPATCH)
	460.100	KYF 400	B&M REPEATER (DISPATCH)
	460.175	KYF 400	B&M REPEATER
	460.275		B&M REPEATER (METRO EMERGENCY)
	460.425	KYF 400	B&M REPEATER
	MOBILES,ALSO,CAN BE HEARD 5 MHZ HIGHER		
FIRE:	154.340	KZV 213	REPEATER OUT (PRIMARY)
	154.235	KZV 213	SIMPLEX (SECONDARY)

MINNETONKA CITY

POLICE:	42.620	KOB 458	SIMPLEX

ST. PAUL CITY

-MOBILES CAN ALSO BE HEARD 5 MHZ HIGHER-

POLICE:	460.050		B/M REPEATER(W. ST. PAUL DISPATCH)
	460.100		B/M REPEATER (DISPATCH FOR REST OF ST. PAUL)
	460.275	(ID's	B/M REPEATER (METRO EMERGENCY)
	460.375	IN	B/M RPTR (DRIVER, VEHICLE, & CRIMINAL
		MORSE CODE)	RECORDS CHECK)
	460.450		REPEATER/CHANNEL 3 (MOBILE-TO-MOBILE)
FIRE:	154.130		SIMPLEX (PRIMARY)
	154.010		SIMPLEX

ANOKA COUNTY SHERIFF

155.6400	KVN 698	CHANNEL 2	REPEATER OUT
155.5650	KVN 697	CHANNEL 3	REPEATER OUT

CARVER COUNTY SHERIFF

155.5500	CHANNEL 1	REPEATER OUT

DAKOTA COUNTY SHERIFF

155.5950	KAB 589	REPEATER OUT

HENNEPIN COUNTY SHERIFF

155.6100	KAA 517	CHANNEL 1	REPEATER OUT (PRIMARY)
155.8050		CHANNEL 2	MOBILE-TO-MOBILE
155.8200	KAZ 445	CHANNEL 3	REPEATER OUT (EMERGENCY)
155.4750		CHANNEL 4	MUTUAL AID
154.7550		CHANNEL 5	SIMPLEX (SHERIFF's WATER PATROL)
154.8000	KLM 572		RPTR OUT (SHERIFF's WATER PATROL)
453.1500			RPTR OUT (COUNTY JAILS)
460.2000			RPTR OUT(TRAFFIC OFTEN HEARD..USE UNK.)
460.3000	KAA 517		RPTR OUT (DRIVER & VEHICLE REG. CHECK VOICE/TELEPRINTER USED)
460.4000			RPTR OUT(TRAFFIC OFTEN HEARD..USE UNK.)

RAMSEY COUNTY SHERIFF

155.6250		CHANNEL 2	REPEATER OUT (DISPATCH)
154.7700			REPEATER OUT
460.3250			REPEATER OUT (DATA)

SCOTT COUNTY SHERIFF

155.2500			REPEATER OUT
155.7450			REPEATER OUT

SOUTHERN MINNESOTA

DODGE COUNTY SHERIFF

155.5650	KR 9772*	CHANNEL 1	RPTR OUT & SIMPLEX
154.9500			REPEATER IN

* - HAS OWN DISPATCH BUT USES MOBILE ID FOR UNKNOWN REASONS

FREEBORN COUNTY SHERIFF

155.0100	KFF 320	CHANNEL 1	SIMPLEX (FREEBORN SHERIFFS USE THIS CHANNEL AROUND ALBERT LEA AREA)
155.6400	KFF 320	CHANNEL 2	REPEATER OUT & SIMPLEX
154.8300	WAH 239		REPEATER IN
154.1900			FREEBORN COUNTY FIRE

LE SUEUR COUNTY SHERIFF

155.7300			SIMPLEX

MOWER COUNTY SHERIFF

155.6400	KAA 506	CHANNEL 1	REPEATER OUT & SIMPLEX
154.8300	WAH 352	CHANNEL 2	REPEATER IN
155.1300	KAA 506	CHANNEL 3	SIMPLEX (MOWER SHERIFFS AROUND AUSTIN)
155.4750	KAA 506	CHANNEL 4	MUTUAL AID

OLMSTEAD COUNTY SHERIFF

155.5800	KCN 209	CHANNEL 1	REPEATER OUT (PRIMARY)
155.4900		CHANNEL 2	REPEATER OUT & SIMPLEX (DATA & INFO)
155.8050		CHANNEL 3	SIMPLEX

RICE COUNTY SHERIFF

155.7300	KAJ 271		SIMPLEX

STEELE COUNTY SHERIFF

155.5650	KVP 727	CHANNEL 1	SIMPLEX
155.5650	KVP 728	CHANNEL 1	REPEATER OUT
154.9500			RPTR IN & MOBILE-TO-MOBILE

WABASHA COUNTY SHERIFF

155.7150			REPEATER OUT

WASECA COUNTY SHERIFF

155.5650	KAI 475	CHANNEL 1	RPTR OUT & SIMPLEX (WASECA DISPATCH)
155.5650	KVS 289	CHANNEL 1	RPTR OUT & SIMPLEX (NEW RICHLAND DISPATCH)
155.5650	KVS 290	CHANNEL 1	RPTR OUT & SIMPLEX (JANESVILLE DISPATCH)
154.9500			REPEATER IN

ADDITIONAL FREQUENCIES

SIBLEY COUNTY SHERIFF

155.9250	KVR 961		SIMPLEX (PRIMARY)

WRIGHT COUNTY SHERIFF

155.1300	KAF 694	CHANNEL 2	REPEATER OUT & SIMPLEX

GOODHUE COUNTY SHERIFF

155.9250			REPEATER OUT

HENNEPIN COUNTY FIRE

154.3850	KRW 239	SIMPLEX (PRIMARY)
154.3550		SIMPLEX
154.2950		MUTUAL AID

Mc LEOD COUNTY FIRE

154.4150	KTT 901	SIMPLEX

MN STATEWIDE FREQ.

155.3700	POINT-TO-POINT
155.4750	MUTUAL AID (POLICE)
154.2950	MUTUAL AID (FIRE)

BLUE EARTH COUNTY SHERIFF

155.1900	MOBILE RPTR & BASE

FILLMORE COUNTY SHERIFF

155.3100	SIMPLEX

MINNESOTA STATE PATROL

ROCHESTER -

42.5400	KAB 435	DISPATCH & SOME MOBILE
42.7600	KA 2742	MOBILE-TO-BASE & MOBILE-TO-MOBILE
42.8200	KAB 435	CH. 4(BASE) STATEWIDE & PROJECT 20 (55 MPH ENFORCEMENT)
42.8800		CH. 3 AIRCRAFT & RADAR
154.6800	KAB 435	CH. 4(MOBILE) BASE & MOB. RPTR. (MOST COMMON FOR MOBILES)
159.1500	WHL 76	CONTROL FOR 42.54 AND INPUT TO 154.6800

MANKATO-

42.6400	KJU 858/KAH 777	DISPATCH & SOME MOBILE
154.6800		REPEATER OUT

GOLDEN VALLEY -

42.9200	KRG 368	DISPATCH
42.6600	KA 2742	MOBILE-TO-BASE
154.6800		REPEATER OUT

ST. PAUL -

42.6400	DISPATCH

ST. CLOUD -

42.5000	KIZ 397	DISPATCH
154.6800		REPEATER OUT

WINDOM -

42.9200	KAJ 787	DISPATCH

STATEWIDE -

155.3700	POINT-TO-POINT
155.4750	MUTUAL AID
42.8200	CHANNEL 4/STATEWIDE CHANNEL
42.8800	CHANNEL 3/AIR PATROL & RADAR

UNIT DESIGNATIONS -
SP UNITS = TROOPERS
K UNITS = GAME WARDENS
ESU UNITS = ELECTRICAL SERVICE UNIT(TRAFFIC LIGHTS, WARNING FLASHERS, ETC.)
CAR #1 = GOVERNORS VEHICLE

NORTHERN IOWA

MASON CITY FIRE
154.1300 KAH 509 SIMPLEX

CERRO GORDO COUNTY SHERIFF "MASON CITY SHERIFF"
154.7400 REPEATER OUT & SIMPLEX (PRIMARY)
155.1150 KZI 202 SIMPLEX
158.9100 WDQ 64 REPEATER IN

MITCHELL COUNTY SHERIFF "MITCHELL COUNTY COMM. CENTER"
155.1900 KAC 978 SIMPLEX (PRIMARY)
155.6100 KAC 978 SIMPLEX (INFORMATION)

HOWARD COUNTY SHERIFF
154.8450 KAB 264 SIMPLEX(PRIMARY)
155.5350 KAB 264 BASE (INFORMATION)

WORTH COUNTY SHERIFF
154.8600 KAD 407 SIMPLEX

IOWA STATEWIDE
155.3700 POINT-TO-POINT
155.4750 POLICE MUTUAL AID
154.2800 FIRE MUTUAL AID

MOWER COUNTY SHERIFF/AUSTIN POLICE 10-CODES

10-01 UNABLE TO COPY
10-02 SIGNALS GOOD
10-03 STOP TRANSMITTING
10-04 ACKNOWLEDGEMENT
10-05 RELAY
10-06 BUSY---STAND BY UNLESS URGENT
10-07 OUT OF SERVICE
10-08 IN SERVICE
10-09 REPEAT
10-10 OUT OF SERVICE---SUBJECT TO CALL
10-11 AMBULANCE EN ROUTE
10-12 STAND BY (STOP)
10-13 ADVISE WEATHER AND ROAD CONDITIONS
10-14 ESCORT
10-15 PRISIONER IN CUSTODY
10-16 PICK UP PRISIONER AT...
10-17 PICK UP PAPERS/PACKAGE AT...
10-18 COMPLETE ASSIGNMENT AS QUICKLY AS POSSIBLE
10-19 RETURN TO...
10-20 LOCATION
10-21 CALL ... BY TELEPHONE
10-22 DISREGARD
10-23 STAND BY, UNTIL CHANNEL CLEARS
10-24 TROUBLE AT STATION, UNWELCOME VISITORS, ALL UNITS REPORT
10-25 DO YOU HAVE CONTACT WITH...?
10-26 CAN YOU OBTAIN AUTO REGISTRATION FROM...
10-27 ANY ANSWER OUR NUMBER...
10-28 CHECK FOR FULL VEHICLE REGISTRATION
10-29 CHECK RECORDS FOR STOLEN/WANTED (OR) AUTO THEFT
10-30 DOES NOT CONFORM TO RULES AND REGULATIONS
10-31 DRUNK
10-32 IS DRUNKOMETER AVAILABLE ?
10-33 EMERGENCY---ALL UNITS CLEAR

10-34 CLEAR FOR LOCAL DISPATCH
10-35 CONFIDENTIAL INFORMATION
10-36 CORRECT TIME
10-37 OPERATOR ON DUTY
10-38 STOPPING SUSPICIOUS VEHICLE LIC. #..., AT...
10-40 MEET OFFICER...AT...
10-42 FIGHT IN PROGRESS
10-43 CALL YOUR STATION BY TELEPHONE
10-45 DRIVERS LICENSE CHECK
10-46 SHOPPLIFTER
10-49 HIT AND RUN ACCIDENT
10-50 PROPERTY DAMAGE ACCIDENT
10-51 PROPERTY DAMAGE ACCIDENT, TOW TRUCK ON WAY
10-52 PERSONAL INJURY ACCIDENT
10-53 PERSONAL INJURY ACCIDENT, AMBULANCE ON WAY
10-54 FATAL ACCIDENT
10-56 POSSIBLE DRIVING UNDER THE INFLUENCE
10-60 POLICE REPORT
10-67 BURGLAR ALARM
10-74 JUVENILE(S)
10-77 FIRE CALL

AUSTIN POLICE: 1 DAVID 1 = CHIEF/2 DAVIDs = LTs/3 DAVIDs = CAPTs
4 DAVIDs = DETECTIVES/8 DAVIDs = SERGEANTs
9 DAVIDs = PATROLMEN
MOWER COUNTY: 500 = DISPATCHER 501 = SHERIFF 502= CHIEF DEPUTY
ALL OTHER 500s ARE DEPUTIES

ILLINOIS, INDIANA, MICHIGAN, WISCONSIN

Here's a fellow that needs no introduction (that's good, because we don't have the space to give him one this month), John Arendt...

Greetings from Oswego. It's time for another edition of the "Public Safety-IL/IN/WI/MI" column. As February is upon us, it's time to start working on those federal and state income tax returns. For some of us fortunate individuals, they mean a little extra spending money for radio eqpt., accessories, etc. (Let Uncle Sam pay for that new BC-100).

As this column has been prepared quite a bit in advance, there was no significant Chicago Chapter activity to report during the period. A hastily announced open house at the Chicago Police Dept. last Oct. 18th did produce a meager turnout of 5 members and 2 guests. (The open house-an annually scheduled event-is usually held in November to coincide with law enforcement week activities nationwide, but was scheduled differently this year.)

In lieu of an excellently-prepared article from Mike (IL-014) about the Chicago Police Dept. that should appear as a "Communications Profile", I'll have a shorter edition of this column for this month. The previously-referenced article about the Michigan State Police has also been deferred until a later date. Now-on to the business at hand.

I.S.P. DIST. 7 TO GET NEW HEADQUARTERS William (IL-007) advises the IL Dept. of Law Enforcement has remodeled a building on the grounds of the former East Moline Mental Hspital. Agencies to be located at this new site include the DCI, support services division, technical service and repair facilities-in addition to the ISP. New radio facilities will be installed and tested. Occupation of this new location is scheduled to be completed by March 1st.

NEW DCI FREQ. PLACED INTO SERVICE Jeff (IL-064) advises that the 156.000 freq. (see the Nov. 1981 Newsletter) has been placed into service in the Chicago area for surveillances, etc. As the traffic on this freq. is of a sensitive nature-don't forget the FCC rules.

Mike (IL-014) has obtained the official freq. plan for the Chicago F.D. and it's printed here as follows:

	"Type 1 Radios"	(Paramedic Use)
F1-463.000 & F2-468.000	Telemetry	Channel #1
F3-463.025 & F4-468.025	Telemetry	Channel #2
F5-463.050 & F6-468.050	Telemetry	Channel #3
F7-463.075 & F8-468.075	Telemetry	Channel #4
F9-463.100 & F10-468.100	Telemetry	Channel #5
F11-463.125 & F12-468.125	Telemetry	Channel #6
F13-463.150 & F14-468.150	Telemetry	Channel #7
F15-463.175 & F16-468.175	Telemetry	Channel #8
	"Type 3 Radios"	(Ambulance Dispatch)
F17-460.600 & F18-465.600	Dispatch	Channel #1
F19-(Future)& F20-(Future)	Dispatch	Channel #2
F21-460.625 & F22-465.625	Data Channel	

Portable to Mobile Telemetry Channels
F23-458.025, F24-458.075, F25-458.125, F26-458.175

	"Type 2 Radios"	(Fire Dispatch)
F27-153.950 & F28-154.130	"Fire Main"	
F29-154.010 & F30-153.770	"Englewood"	
F31-154.220	"Administrative"	
F32-153.830	"Fireground"	
F33-155.340	"MERCI"-Statewide	
F34-154.385	"Command"	

New Radio System

"Base Station"	Use	"Station or Mobile"
851.9125	Dispatch-North	806.9125
851.9375	Dispatch-South	806.9375
852.9125	Dispatch-Citywide	807.9125
852.9375	Vehicle-North	807.9375
852.8625	Vehicle-South	807.8625

Courtesy of Jeff (IL-065), info about COOK COUNTY TELECOMMUNICATIONS NETWORK #6: The net began operation in 1974 with the help of a federal grant. The money did not become available until a west suburban Hillside police officer was killed because he could not call for help on his crowded freq. The idea was to relieve overcrowding on the then "highly used"suburban VHF freqs. Network 6 covers the area southwest of Chicago-including 5 suburbs with a population of nearly 100,000. A breakdown of freqs., call letters, and numerical designators follows:

The freq. used for the net is a rptr. operation with output on 470.4625 and input of 473.4625.

Municipality	Call Sign	Designator
Alsip	KXZ321	700 Series
Evergreen Park	KXZ319	120 & 130 Series
Hometown	KXZ322	450 & 460 Series
Merrionette Park	KXZ320	240 Series
Oak Lawn	KXZ323	(Below)

The village of Oak Lawn uses a complex system of numbering units and the breakdown is as follows: The town is divided into 5 "posts". The post cars are numbered in accordance with each post. A post 1 car would have the designator 101 or 102; a post 2 car would have the designator 201 or 202; etc. 600 series cars are tactical units. 800 series cars are special units. (800-property room sgt. 801-jeep. 802-wagon. 803-evidence tech. 804-radar car. 805&806--warrant cars). 900 series are officers. (900--watch commander. 901-field lieutenant. 902 thru 904-sgts.

Hometown P.D. is using 470.9125 on a standby bases. The freq. is unlisted and is used sparingly as only 3 portables in that dept. are so equipped.

Jeff also reports Oak Lawn P.D. using 151.220 (the Oak Lawn Park Dist. freq.) for low power surveillance work. Another odd freq. that Jeff reports for Oak Lawn P.D. surveillance would be 470.7625 rptr. as their "Channel 3".

Kevin (IL-197) joins the rank of contributors to this column with information about the CHICAGO AREA PRIVATE AMBULANCE SERVICES. An abbreviated 10-code used with the following special codes:
10-10 Meal break, lunch or dinner.
10-16 Call by telephone.
10-19 Return to office
10-50 Auto accident personal injury
10-96 Mental illness patient
Special ambulance codes are also used:
"Code 1" (minor calls)-Emergency call but no lights or siren. Fainting spells
"On an Easy"-Emergency with lights & siren but proceeding at 30 MPH.
"Code 2" (urgent calls)-Emergency. Shortness of breath, minor injuries, auto acoidents
"Code 3" (life threatened)-Emergency. Heart attacks, massive shock or bleeding, strokes.
"Code 4" - Non Emergency. Basic patient transfers.
"Code 5" - Dead on Arrival, dead body found.
Some of the more prominent ambulance cos. in the Chicago area are:
Arlington Ambulance - Palatine - 464.850 (KSN513)
Berz Ambulance - Chicago - 462.100 (call?)
Citywide Ambulance - Chicago - 464.225 (call?)
Capitol Ambulance - Chicago - 45.960
Daley's Ambulance - Dolton - 47.660
Professional Ambulance - Mokena - 155.220(F1), 155.280(F2)
Superior Ambulance - Elmhurst - 155.220
Vandenburg Ambulance - Tinley Park - 155.385 (KSU389)
Tower Ambulance - Chicago - 462.100 (WSM881)
Kevin comments that these freqs. (and cos.) can make for some very interesting listening - especially when enroute to a hospital with an emergency call.

We now move on to the Rock Island area and several contributions from William (IL-007).

A new UHF system has been placed into service by the ROCK ISLAND, IL P.D. Details are as follows:

F1-460.250 rptr	KAG297	normal business
F2-155.610 simplex	KSB315	animal control,detectives,etc.
F3-460.550 rptr	KAG297	overflow
F4-460.550 simplex	KAG207	car to car

UHF is referred to as "high band" and 155.610 is referred to as low band. Further details will be printed as they become available.

A combined list of CODES & POST #'S IN USE BY BOTH RICOMM & ROCK ISLAND P.D. was also sent in. I'm going to print the codes and highlight the most pertinent post numbers.

Code 1 - Any Messages
Code 2 - Checking Subjects
Code 3 - At Residence
Code 4 - Stopping Vehicle
Code 5 - Radar
Code 6 - On Pager
Code 7 - On Priority Call
Code 8 - Off Priority Call
Code 9 - Building Check
Code 10- On Break
Code 11 - Special Assignment

Some of the more pertinent post numbers include:
#1 - Sheriff's Office
#2 - County Jail
#3 - Communications Center
#4 - Courthouse
#5 - Rock Island P.D.
#6 - Rock Island Court
#7 - Milan P.D.
#8 - Milan Court
#9 - State Police
#10- Moline P.D.
#11- Moline Court
#12- E. Moline P.D.
#13- E. Moline Court
#14- Silvis P.D.
#15- Carbon Cliff P.D.
#16 - Port Byron P.D.
#17 - Andalusia P.D.
#18 - Coal Valley P.D.
#19 - County Office Bldg.
#20 - Moline Public Hosp.
#21 - Luthern Hospital (Moline)
#22 - E. Moline State Hosp.
#27 - Franciscan Hosp. ER (R.I.)
#30 - Illini Hosp. (Silvis)
#32 - Hampton P.D.
#33 - County Garage
#45 - Coal Valley P.D.
#59 - City Garage (R.I.)
#81 - United Ambulance
#97 - Animal Shelter

The controversy over the funding of RICOMM (see previous columns) continues-with the county board threatening to remove radios from seven villages in the Rock Island area. (They include Cordova, Port Byron, Rapds City, Andalusia, Hampton, Coal Valley and Hillsdale). One of the affected villages, Port Byron, has approved joining the LeClaire, IA Emergency Communications Radio Service (LECC) for a set monthly fee-includes radio dispatch, telephone answering service, and computer record data & service. (The LeClaire, IA FD & PD and services for nearby Princeton, IA are included in the "LECC".) As further details on this interesting development are released-stay turned to this column (or to Mike Redman's portion).

We now move on to IN and news about the FORT WAYNE P.D. Police Channel 3-155.790- is being converted over to an E.M.S. dispatch freq. EMS traffic will no longer be heard on Police Channel 2-155.535-the main dispatch freq. No activity has yet to be heard on the newly allocated UHF freqs. This info per Terry (IN-003).

What I've done is save the bad news for last. Mike (IL-014) sent in an article from a trade publication and I'll summarize it as follows:
SHEBOYGAN COUNTY, WI S.D. GOES DIGITAL. Nine mobile digital terminals have been installed in sheriff's dept. cruisers. These terminals are in cruisers for the village of Kohler (one) and in cruisers for the village of Sheboygan Falls (two). A data terminal is also installed in the headquarters of the Sheboygan City, P.D. Voice communications on the functional freqs. is kept to a bare minimum. Direct access is available to statewide computers in Madison and even on to the nationwide computers in Arizona (NLETS) and in Washington, D.C. (NCIC). Communications security is at a maximum. (Editor's note: After discussing this subject with Mike plus several other members in the Chicago area, we've come to the conclusion that there must be a bunch of "paranoids" up there in east central WI. It's rather obvious that those MDT's can do anything but_____!)

With that "distressing" news, this column draws to a close. My thanks are expressed to all that have contributed to this month's column (as well as past column). You folks have made this column a real success. So until next month - all that's left is

HAPPY MONITORING (?)

But we've saved the best for last, for here is Ken with...

TEXAS, OKLAHOMA, ARKANSAS, LOUISIANA, MISSISSIPPI

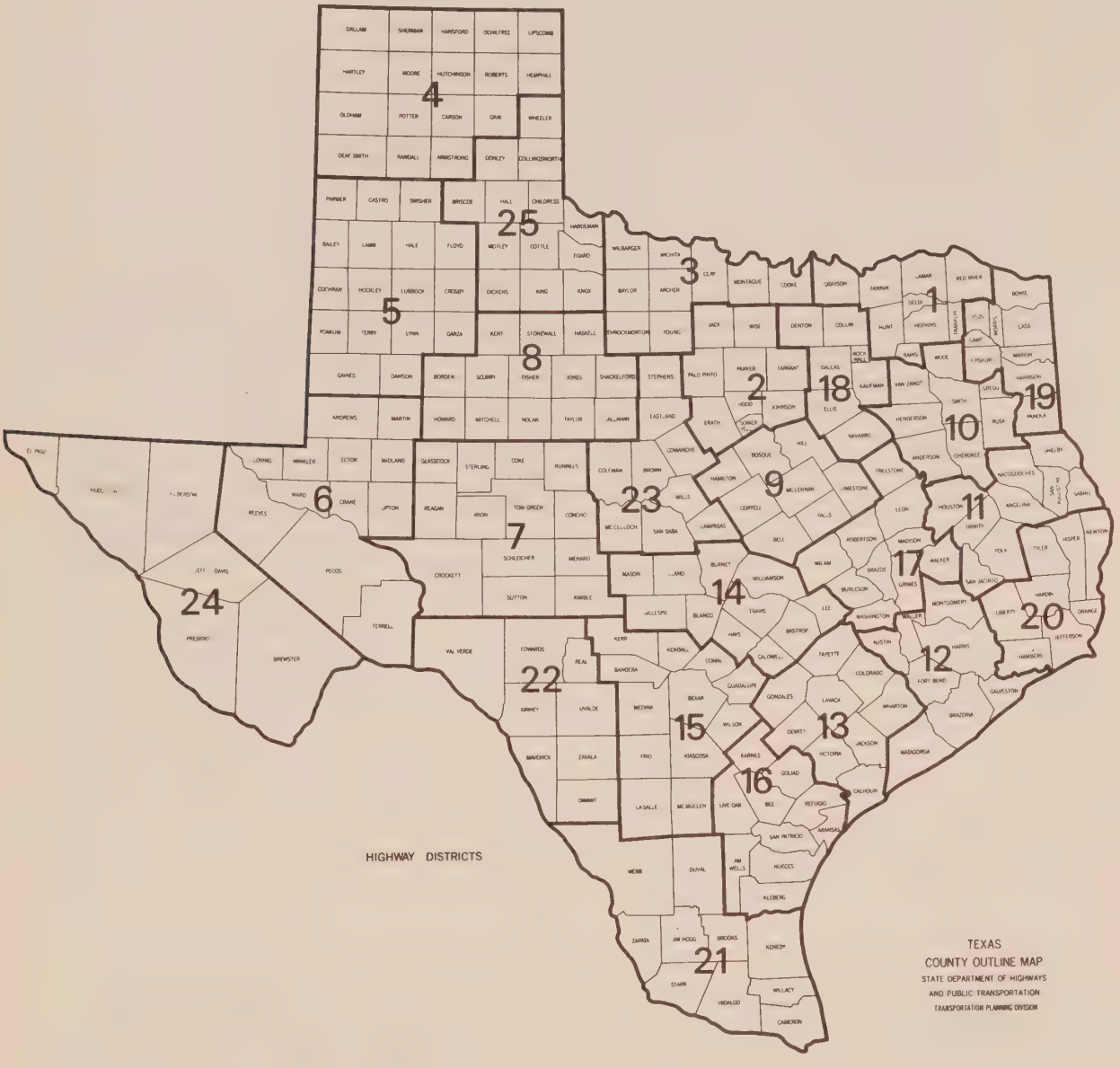
Hello! This month's feature article by tradition and also for maximum usefulness should have been in last month's newsletter. Due to the deadline last month, it did not work out that way and is presented here instead. I sincerely hope this has not caused any inconvenience to the winter monitorists in our group.

Before getting into the main feature, Ed Lentz, TX-45, of Pasadena, who had been compiling the Texas confirmed frequency list, wishes to announce that the project is now closed. No further input should be sent effective immediately. Ed is closing down the project due to forthcoming changes in his photocopying source and more importantly due to the lack of interest in the project from the member's (lack of) input. The project attracted little support and is a bit of a disappointment. Except for Ed's own city of Houston contribution no other major city metro area is represented. A side comment from this editor to end this subject: The project never was intended to gather data from only "official" sources but rather was to be an informal list from everyone's own personal knowledge of a given radio system. To put it simply, info on systems one routinely monitored day to day, as opposed to info given in a license listing, which may or may not be current or correct.

This month we start off with material on highway maintenance frequencies. In keeping with the wishes of the individual who so graciously sent the following article, no name is given. The material is on the state of Texas' highway maintenance agency, which is given charge of maintaining some 70,000+ miles of highway. The agency's name is a bit lengthy but is often called simply "highway department". The Dept's employees often have to work on holidays and weekends, sometimes without overtime pay, in order for the motorist to have safe highway travel. It is to these hard working men and women who shovel the snow, sand the ice, guard the flooded bridges that the article is dedicated. Without further ado, here is ...

THE TEXAS STATE DEPARTMENT OF HIGHWAYS & PUBLIC TRANSPORTATION

HIGHWAY DISTRICT BOUNDARIES



THE TEXAS STATE DEPARTMENT OF HIGHWAYS & PUBLIC TRANSPORTATION

RADIO COMMUNICATIONS SYSTEM

CHANNEL IDENTIFICATION

CHANNEL	FREQUENCY	CHANNEL	FREQUENCY
A	47.180	N	Reserved
B	47.060	O	Reserved
C	47.080	P	Reserved
D	47.020	Q	Reserved
E	42.900	R	156.650
F	47.320	S	156.800
G	72.060	T	Reserved
H	72.360	U	151.085
I	75.540	V	154.040
J	75.640	W	955.900
K	151.025	X	959.500
L	151.055	Y	2,182 kHz
M	156.135	Z	2,738 kHz
		#	9320--9500

All communications are in plain language or using the standard "10-code". Channel "A" is the most frequently used by mobile units and is used for mobile/mobile and base/mobile communications. Channel "B" is normally used for base/base communications. Channel "C" is used as an auxiliary frequency in the southern part of the state and, Channel "D" is used as an auxiliary frequency in the northern part of the state. The other frequencies listed are normally special use frequencies such as controls, microwave, hand-helds, etc. Some are ferry boats using the marine band frequencies. Of the remaining frequencies listed some are laison channels to other departments or agencies. The Dept has over 400 base stations and over 2500 mobile units in service at the present time under some 700 + callsigns. Not all callsigns are used on the air.

Base stations above 27 MHz may use a unit designator number for initial contact provided they use the FCC callsign they are assigned when they sign off or terminate a communication. These unit designators for a base station consists of a two or three digit number, known as a "short title" or "handle". How the short title designator is derived is not known and needs to be researched further. Mobile units will use a unit designator consisting of at least four digits. Mobile units are not required to use an FCC callsign when signing off or terminating a communication. To understand the mobile unit designators a short explanation of the department's structure needs to be understood, as explained below.

The Texas State Dept of Highways & Public Transportation consists of Divisions and Districts. The Divisions are almost all centrally headquartered in Austin and are either administrative or support service units to the Districts. Each of the divisions has charge of a different function or operation of the Department and offers a different consultatory or advisory service to the district offices. There are twenty divisions in all. (Examples: Equipment & Procurement D-4, Materials & Testing D-9, Planning & Research D-10, Automation D-19, etc.) The Department has twenty-five Districts, plus the Houston Urban District. Each district consists of about ten or so counties and has a district headquarters office situated at key points throughout the state. Each district

is primarily responsible for the maintaining of the state highway system, administratively headed by a District Engineer. The district is sub-divided into various sections, among them the Resident Engineer Offices and the County Maintenance Sections, which are usually located in each of the counties, plus the clerical and other administrative service staff needed to function. In addition to the maintenance responsibilities, the district also plans and designs highway construction and road improvements, initially, with division support assisting the district in the bidding and contracting process. Actual work construction is done by private firms.

Mobile units may be identified in the following manner: the first two digits identify the Division or the District to which the unit is assigned. The two or more remaining digits identify the unit itself. The digits 01 thru 20 in the first two places in a mobile unit designator identifies the unit as assigned to the Divisions, 21 thru 46 are assigned to the Districts. Example, 0401 would identify the Director of the Equipment & Procurement Division, 2401 would identify the District Engineer of District Four (Amarillo District). A unit identification number such as 4528 would probably be a Maintenance Supervisor of some County Maintenance Section within District Twenty-five (Childress District), his assistant would be 4528-1, the crew chiefs 4528-2 and 4528-3, and the sign man would be 4528-4, etc. Always remember that when the first two numbers are above 20 that the mobile unit is assigned to a local district, so subtract 20 from the first two digits and you arrive at the district number. (Example, District One units would be 21xx's, District Fourteen units would be 34xx's, and District Twenty-five units would 45xx's, etc.)

THE TEXAS STATE DEPARTMENT OF HIGHWAYS & PUBLIC TRANSPORTATION

DISTRICTS

NUMBER	LOCATION	NUMBER	LOCATION
1	Paris	14	Austin
2	Fort Worth	15	San Antonio
3	Wichita Falls	16	Corpus Christi
4	Amarillo	17	Bryan
5	Lubbock	18	Dallas
6	Odessa	19	Atlanta
7	San Angleo	20	Beaumont
8	Abilene	21	McAllen
9	Waco	22	Del Rio
10	Tyler	23	Brownwood
11	Lufkin	24	El Paso
12	Houston	25	Childress
13	Yoakum	26	Houston Urban District

Thanks to the author of this excellent informational piece. As editor I am very pleased to see material of this calibre coming forth. I know a lot of readers will find this of use and of interest. As editor I would also like to add a few additional comments. The SDHPT's channel "E" was probably a laison frequency for DPS/Highway Dept co-ordination and in all likelihood has been changed to the now standard state "Inter-city" frequencies---155.370 & 154.950. In any event, only a very few Highway Dept vehicles are probably so equipped and authorized such useage.

For those interested in this sort of thing, the Highway Dept offers some excellent, very detailed maps for sale to the public. They have a variety of different type maps at different scales, sizes, and prices. This editor has found the maps entitled "County General Highway Maps" to be most useful in conjunction with a frequency list such as Police Call. (Miniature versions, without as much detail, of these same maps can be found in a publication called the "Texas Almanac".) When ordering maps from the Highway Dept be sure and follow the directions carefully in order to insure prompt and accurate filling of your order. For further information write and inquire about the highway maps offered for sale: Texas State Dept of Highways & Public Transportation, Attention: File D-10, P.O. Box 5051, West Austin Station, Austin, TX 78763. (Telephone number A/C (512) 465-7397).

The Highway Dept also has a traveler's highway map free for the asking. This is also an excellent value and you can't beat the price! Out of state requeste especially asked to get this one. New editions of this map are available each spring. Write to: State Dept of Highways & Public Transportation, Travel & Information Division, Austin, TX 78763.

Moving along to the state of Arkansas while still on the subject of highway maintenance listening---

From Mike, AR-13: For the Northwest Arkansas area, Arkansas State Highway Maintenance District 9--Harrison, has a repeater located in Springdale, extending radio coverage of mobile units and area base stations (like Garfield and Harrison). The base and mobiles operate on 156.105 repeater input. The repeater out is 151.100.

Thank you Mike. This is a very worthy contribution. Thanks again for taking the time and effort to write.

Jumping back to Texas area subjects, we will wind up with a few short briefs:

From Terry, TX-95: Austin PD's UHF system is scheduled to go into operation December 1981 or January 1982, according to last word received at press time (Nov. '81). Something has evidently happened to Austin FD's plan to switch dispatching to 153.950 (as reported in the Nov. column). Plans have changed in that they continue to use 154.130 for fire dispatching and apparently will continue to do so. 154.340 is now used as a fireground communication channel, while the fire administrative channel has been moved to the new frequency of 153.950, repeater out. Austin recently approved a bond issue election that included among other items money for a UHF radio system for the Fire Dept. (Editor note: I suspect that that had something to do with the change of plans in the dispatching change over to 153.950.) Terry also reports on Bryan DPS activity in regard to the November issue plea for activity reports. Thank you, Terry. Very, very helpful info. Let's continue to hear from you!

From Robert, TX-85:

LUBBOCK, TX AREA FREQUENCIES

Lubbock PD:	ch 1	460.025	R	KVV 871	Main Dispatch channel
	ch 2	460.075	R	"	Car to Car
	ch 3	460.125	R	"	Car to Car
	ch 4	460.175	R	"	Computer/Info channel (also aux. ch.)

VHF-high band frequencies allocated to LPD are not in use at present.

Lubbock FD: 453.050 R WZC 626 Dispatch channel & Fireground channel. Robert reports this is the only channel used by Lubbock FD at this time with the VHF-high fire channel de-activated.

Lubbock EMS --- Robert further reports the EMS system in the Lubbock area is operated by the Health Sciences Center Hospital and they use the following frequencies:

(EMS): HEALTH SCIENCES CENTER HOSPITAL
Lubbock, TX
462.925 Base-callsign unknown--Paging (Editor note: a business band freq)
462.950 ?R? KMK 229 Main EMS Dispatch
462.975 ?R? KMK 229 Ambulances to Hospitals

Thanks Robert for this excellent detailed report! I'm sure a lot of traveling monitorists will find this useful. We all are looking forward to hearing from you again.

Well that is it for this month as that's all the room we have. I certainly hope everyone has enjoyed it. I will be back again next month with what promises to be another exciting article. So stay tuned!

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming to: George Hoggatt, 17473 E. 16th Drive, Aurora, CO 80011.

Another edition of Public Safety West. No "breezy" bit this month, I leave on vacation in 3 days and at last count I had 4 days of things to do to get ready.

THURSTON COUNTY/OLYMPIA WASHINGTON AREA (Spencer Bahner WA-026)

The following are for Thurston County Sheriff and the Police in Olympia, Tumwater, Lacey, Littlerock, Rainier, Yelm, Tennino, Bucoda.

F1 155.550 repeater 154.800 in TAC 1 County Dispatch
F2 155.070 simplex TAC 2 Cities Dispatch
F3 155.010 simplex TAC 3 City Tactical and "yak"
F4 155.370 simplex TAC 4 County Tactical and "yak"

Thurston County Fire Control

F1 154.430 Dispatch County wide
F2 154.190 Dispatch S.W. County
F3 154.175 Dispatch S.E. County (new)

Olympia Fire

F1 154.430 County Fire Dispatch
F2 154.370 City Dispatch and operations
F3 155.070 City Police

Tumwater Fire

F1 154.430 County Dispatch
F2 153.800 City Dispatch

Lacey Fire

F1 154.430 County Fire
F2 154.160 City Dispatch

Private Ambulance

155.280 Arrow Ambulance
155.340 Hears Net

Thurston County Local Government

45.580 State Civil Defense (NET 3)
155.145 Civil Defense
157.560 City and County School Buses
158.940 County Water
453.275 Animal Control (pound)
453.525 Intercity Transit (City and County Buses)

453.625 County Roads
453.975 County Engineers

Olympia Local Government

F1 153.860 Dispatch
F2 155.070 City Police

Lacey Local Government

F1 153.740 Dispatch

Tumwater Local Government

F1 45.560

Washington State Patrol, Olympia office

154.680 Olympia area dispatch
154.770 Mobile only, paired with 154.475
155.370 WALLERS - Washington Local Law Enforcement Radio System
155.475 Car to car, air units, speed traps, nationwide emergency freq.
155.520 Olympia area Administration
158.790 InterOffice Radio (IOR)

State Office of Emergency Services

Net 1 45.200
Net 2 45.360
Net 3 45.480

Evergreen State College/McClane Creek Fire District Joint communications Center

Base station frequencies
F1 154.070 College security/fire
F2 154.430 County Fire

464.950 College Maintenance

Mobile and portable frequencies
F1 154.070 College Security, fire
F2 155.070 TAC 2 City PD dispatch
F3 155.550 TAC 1 County PD Dispatch (repeater, 154.800 in)
F4 155.010 TAC 3 City PD tactical
F5 154.430 County Fire
F6 154.680 State Police (receive only)
F7 155.145 County Civil Defense
F8 155.370 TAC 4 County PD Tactical
F9 155.160 Search and Rescue
F10 156.300 Marine Channel 6*
F11 156.800 Marine Channel 16*
F12 155.340 HEARS (Hospital Emergency and Ambulance Radio System)

Bases are 100 watt GE Mastr II's
Mobiles are 110 watt Motorola 8 freq scanning syntors
Portables are 6 watt 12 frequency MotorolaiMX300-s fully synthesised up to 48 frequencies in a portable!!)

* Marine frequency operation is illegal without a 1 watt switch. The system should be in operation by December of 1981 (and here it is February 1982).

Thurston County/City police unit ID

	A	B	C
example	ONE-	DAVID-	TWENTY-THREE

A)= 1 County
2 Olympia
3 Lacey
4 Tumwater
5 thru 9 outlying city Police Depts.

B)= Adam — Administrative/detective
Charlie — Civil, Marshalls, Desk personnel

David	Detective
Edward	County Explorers Club
George	Jail Guards
Henry	City Cadets
Paul	Patrol
Robert	Reserves
Sam	Supervisor
Victor	Meter Persons
William	County/city Patrol boats
X-Ray	Private Security (Colleges, Couriers)
Young	Special county units, Civil Defense, Radio Techs.

C)= Last two digits of badge number

HONOLULU HAWAII AREA (Jim Bazzell HI-002)

HONOLULU POLICE DEPARTMENT (ALL OF THE ISLAND OF OAHU):

Area	Freq	Freq No.*
All Island Tact	155.190	1
Kalihi (Hono)	155.370	2
Central (Hono)	155.685	3
Waikiki (Hono)	155.520	4
Kokohead	155.430	5
Kailua/Kaneohe	155.250	6
Pearl City/Waianae	155.130	7
Wahiawa	155.070	8
H.P.D. Shop	155.730	-

*Frequencies 9 through 12 and all UHF frequencies are sensitive--if they were published, the police would jam them when they go on strike.

MAUI POLICE:

Wailuku	155.730
Lahanina	155.550
	155.675

AMBULANCES (ISLAND OF OAHU):

City & County (Island-wide)	453.925
MEDICOM	453.700
MEDICOM TAC 2	475.300
Statw-Wide Amb/Medicom	453.900
Emerg Life Support (Private)	462.975/467.975
Honolulu Airport	153.325
Military Medicom	458.700
Military Tri-Service	165.125
Schofield Barracks	163.875
Navy Ambulance	160.575
Tripler Army Med Center	163.950
M.A.S.T. (Mil Med-Evac Choppers)	36.50/453.925/453.700

NOTE: Military Freqs change periodically.

FIRE DEPARTMENT:

Chief to Chief	162.395
Hono Metro	*154.220
Island Wide	*154.340

*Very often simulcast depending on work load. Air-1, Air-2 helicopters, Rescue 1, Rescue 2 also on above freqs.

NOTE: Military Freqs change periodically.

Military Fire Net	160.400/162.600

MILITARY POLICE:

Hickam AFB-Traffic (Victor)	164.200
Hickam AFB-Enforcement (Yankee)	163.465
Ft Shafter/Tripler Hospital	160.755
Schofield Barracks	156.470
Pearl Harbor Naval Base	164.225
Pearl Harbor Submarine Base	163.895
West Lock Storage Area	161.875
Barbers Point Naval Air Station	149.350/426.437
Ft DeRussy (Waikiki)	170.945
Bellows Air Force Station	163.515
Kaheohe Marine Corps Air Station	161.650

NOTE: Military Freqs change periodically.

MISC FREQUENCIES:

KHVH Radio News Team/Aircraft	161.640/153.350
K-59 Radio News Team/Helicopter	450.550
KGMB-T.V., Ch9 News Team	450.850
KITV-TV Ch4 News Team	450.250
KHON-TV Ch2 News Team	455.150
Star-Bulletin Newspaper	173.275
Honolulu Advertiser Newspaper	463.550
State Conservation (Parks Police):	
Conservation (Green) Repeater	155.000
Conservation (Yellow)	155.025
Conservation (Green) simplex	154.995
Oahu Civil Defense:	
City Hall simplex	158.650
City Hall repeater	158.745T/158.955R
Honolulu Harbor Police	154.100
Honolulu Airport Police	155.835
State Capital Police	155.925
University of Hawaii/Community College Security	155.880
Hawaiian Electric Trouble	153.650
Board of Water Supply Trouble	464.950
Oahu Sugar Company	154.485
Island Wide Bus - Traffic Supervisors	173.340
Island Wide Bus - Garage & Maint	462.124
F.A.A. Security	170.150

That's all there is. And I mean, that is all. I sure hope there is a lot of information waiting when I get back from vacation. I have used it all up.

Just in case you have sent in something that has not appeared, send it again. My mail comes to a central box location and the mail man frequently puts mail in the wrong box.

So long again. SEND DATA PLEASE!!!!!!!

PUBLIC SAFETY - CALIFORNIA

NEWSFLASH:

PUBLIC SAFETY - CALIFORNIA has a new address;

Public Safety - California
P.O. Box 3962
Santa Fe Springs,
Calif. 90670-1962

WELCOME TO THE FEBRUARY 1982 ISSUE OF RCMA PUBLIC SAFETY-CALIF.

Hope this month finds you happy and enjoying all dreams that came true during the holidays.
We invite you to help us with input in the form of listings from your files or requests on what you would like to see in this column. Thanks.

From FRED (CA-MO-???) relates he just moved to Bridgeport in October and sent a few bits of info.

154.025R	Eastern Sierra Emerg. Medical Services	
154.43 BM	Eastern Sierra Fire Dept.	
45.76 BM	Mono County Road Dept. (Other users also)	
154.80 R	Mono County Sheriff's Dept. (155.70 input)	
453.000R	" " " "	(Per Police Call Vol. 9)
154.025R	" " Local Gov't.	" " " " "
155.895	" " " "	" " " " "

Mono 1 is Bridgeport Station and Mono 2 is Mammoth Sub for S.O.

From MILTON (CA-SD-025) says that 154.295 may be a new San Diego Fire Frequency. He has 39.38 licensed to San Diego County with a call sign of KD2618 with 5 mobile units but unknown usage. He has 158.865 with licenses under S.D. County, S.D. City, National City, and El Cajon. Again, this freq. has unknown usage. Can you identify these freqs?

From M.L.G. (CA-AL-024);

154.80BM	San Leandro Police Dept.	KJT997	(Call signs from
155.535M	" " " "	KM5447	Police Call
155.655M	" " " "	KM5447	Volume 9)
154.89BM	Hayward Police Dept.	KMG876	
482.4875	" " "	KNA606	
482.6375	" " "	KNA606	
483.1125	" " "	KNA606	
155.79R	Oakland Police Dept.	KMA301	
156.09R	" " " East	KMA301	
155.85BM	" " "	KMA301	
154.725M	" " "	KN9283	
155.37M	" " "	KN9283	
158.73BM	" " "	KMA301	
159.21BM	" " "	KMA301	
458.275M	" " "	KN9283	
458.35M	" " "	KN9283	
39.46B	" " "	KMA301	
37.40B	" " "	KSL859	

From unknown source is a listing for the Redwood City area:

488.9875 F1	Redwood City Police Dept.	KMA663	Primary Channel
488.3875 F2	San Mateo Co. County Wide	KMA663	Mutual Aid
153.89	Redwood City Fire Dept.	KMF960	Primary
154.28	Redwood City Fire Dept.	KMF960	Mutual Aid
453.55R	Redwood City Local Gov't.	KJ9362	Primary
482.3125	Redwood City Medevac		Red Dispatch

482.7625	Redwood City Medevac	Blue Amb. to Hosp.
45.40	San Mateo Co. Animal Cont.KAS619	Local Gov't.
453.325	San Mateo Co. Comm. Tech.	

From CRAIG (CA-VE-011):

Updated LAFD list (From Feb. and Mar. 1981 column)

Fire Station	Change
3	Has new address, Bus 3
4	Delete Bus 4 (Moved to 3's)
21	Rescue 21
38	Delete Rescue 238 (Now 285)
39	Air Utility 39
43	Paramedic Rescue 43
49	Bus 49
55	Paramedic Rescue 55
70	Address is Lassen & Reseda, Battalion 15
82	Paramedic Rescue 82
84	Tank 84
85	Wagon 85, Pump 85, Truck 85, Rescue 285, new address
91	To become Paramedic Engine 91
100	Delete Division 3 (Now at 88)
101	Foam 101
104	Delete Battalion 15 (now at 70)
111	954 S. Seaside Avenue, Berth #260 Fireboat 1, Terminal Island
53	Change Foam 53 to Light Water 53
112	Delete Foam 112
8, 18, 23, 24, 72, 74	Add Patrol to each

POINT MUGU NAVAL AIR STATION

148.35 Base Security

140.025 Fire Department (161.625 on a Bearcat 300)

Unit 12 - Crash rig, MB5 type
Unit 13 - Chief 2
Unit 14 - Crash rig, P-4 type
Unit 16 - Crash rig, P-4 type
Unit 17 - Crash rig, P-4 type
Unit 21 - Crash Captain
Unit 26 - Engine 2
Unit 34 - Engine 1
Unit 36 - Chief 1
Unit 37 - Rescue 1, squad type

From CRAIG (CA-VE-011)

From ERIC (CA-LA-045):
Indio Calif. Highway Patrol Dispatch will assume dispatching Banning CHP units which are switching from the GREEN (42.54/ 42.24) to Indio's RED (42.44 mhz Base and 42.28 mhz mobile) effective January 1982.

Reprinted with permission from:
APCO Bulletin, August 1981 issue.

MOBILE REPEATERS

By Preston Thomson, BSEE
Sonoma County Communications Division
Santa Rosa, California

One might ask when is an extender not an extender but a mobile repeater? Or, what is the difference between a mobile relay and a mobile repeater? There are many applications for the system described in this paper. There is also the danger of misapplication which we will also discuss.

Several years ago the FCC added 90.247 to the rules which permitted installation of mobile repeaters aboard vehicles. Just as the purpose of a mobile relay on a mountain top is to extend mobile coverage, the mobile repeater provides extended station to mobile to portable communications. Whoever heard of a 100-watt low-band hand held radio? It's available in the form we are presently discussing.

This paper describes units manufactured by Motorola and General Electric. Other manufacturers have built similar equipment but will not now be discussed.

The Motorola and GE systems are so similar in design that they are operationally interchangeable. The mobile repeater consists of two sub-systems exclusive of the mobile radio: the vehicular repeater package (a 300 mw transmitter, receiver and a logic system), and the portable radio and its charger-control unit. The system generally will operate on a *simplex* channel usually not in the same band as the mobile. The Sonoma County system is low-band interfaced with a high-band vehicular repeater. See Figure 1.

The portable radio is an ordinary multichannel 2-1/2 watt unit modified by adding a switch to disable its CTCS encoder. FCC rules require that the portable to mobile path be tone protected; thus absence of the tone permits use of the channel for on scene communication between portables.

Presence of the carrier and tone at the mobile repeater's receiver will cause the companion mobile transmitter to be placed on the air. Conversely, presence of a signal in the mobile's receiver causes the mobile repeater's transmitter to be placed on the air.

As we are using a simplex channel there is a possibility that the mobile repeater could capture the portable channel excluding a portable's reply on a duplexed system. A feature is then incorporated where the vehicular repeater's transmitter is periodically strobed off for a few milliseconds. If a portable signal is then received the mobile's transmitter is placed on the air or the mobile repeater transmitter is shut down. This then allows the portable to over-ride the base station. The system is still fairly simple but growing in sophistication.

Suppose two, three or more units, similarly equipped, simultaneously arrive at the scene of a crime. Some system is then desired to prevent more than one unit from being placed in use at a time. Each time a mobile repeater is enabled by the user, a short burst of tone is transmitted on the repeater channel. All other units in the vicinity receive and decode the tone which causes a priority counter within the unit's logic package to increase one position. The lowest count is termed priority zero. It is the zero state unit which is placed into full operation. As you can see the last unit at the scene of an incident is the priority unit and other units are placed in a standby status. See Figure 2.

A comparator in the vehicular repeater's logic system simultaneously samples the mobile repeater channel and the mobile radio channel. Should it detect coincidence between the two channels the state of the priority counter is not disturbed. If it should detect the presence of a properly encoded signal on the mobile repeater channel but no signal on the mobile channel, it assumes the priority unit on the scene has departed or has failed. This condition causes the priority counter to decrement one state. Should the logic system still not see a coincidence it again decrements until it reaches state zero and places itself on the air. The timing of the count down interval is established by an RC type device which purposely invites some randomness of the event. The period between highest count and zero state

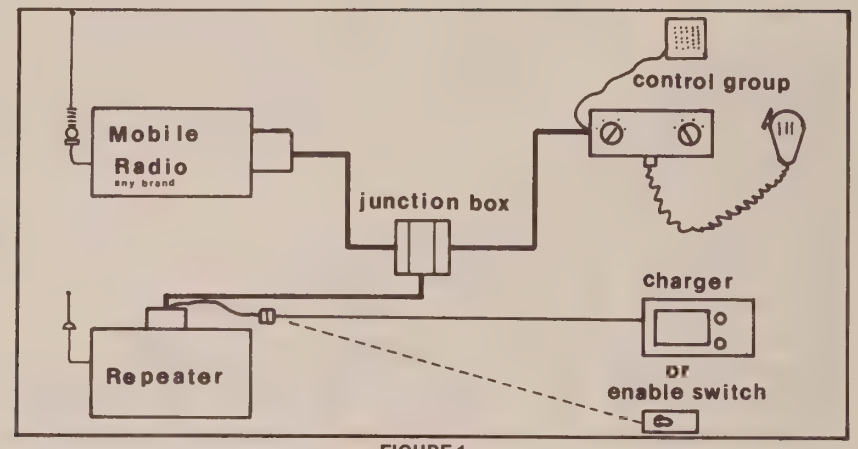


FIGURE 1

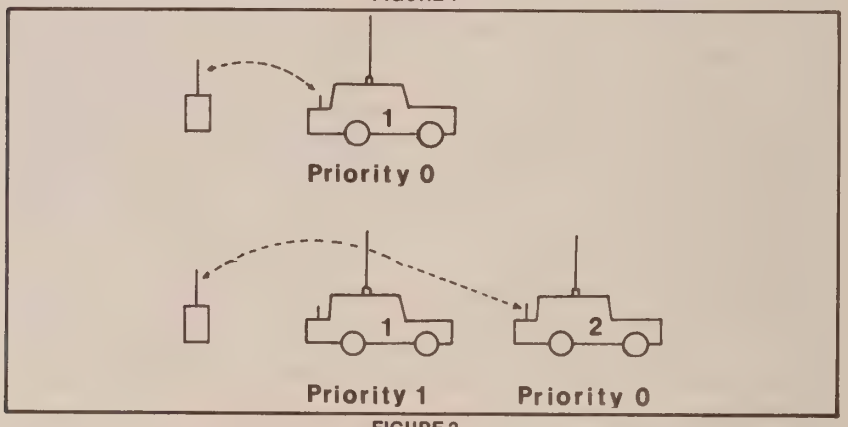


FIGURE 2

is about two seconds. A timeout timer in the logic system limits the mobile repeater's transmitter should the mobile receiver be captured by skip.

I have presented the function of mobile repeaters which permits an officer to leave the vehicle yet theoretically maintains communications with the dispatch facility and other units. Now let's look at some new problems which are presented.

The range of the high band vehicular repeater transmitter, according to manufacturer's literature, is on the order of a few miles depending on the usual conditions presented. On flat terrain we have experienced seven-mile mobile repeater to mobile repeater range of influence. The talk back range from the portable is much greater as the 2-1/2 watt radio is used. The Sonoma County portables include the CLEMARS channel to communicate with other law enforcement units in the County.

The County's initial purchase of mobile repeaters was 11 units. These were distributed to resident deputies or rural beats in remote or isolated areas of the County. The second purchase placed 40 more units into service equipping the full patrol fleet and three command units. Problems which had gone unnoticed became magnified.

Observation #1

Envision if you would the scene of a crime of sufficient magnitude where the primary channel is allocated to exclusive use at the scene and all others are moved to a secondary channel. At the scene five units are enabled, one unit has priority and is repeating the low-band traffic. See Figure 3.

Two miles away a deputy is assigned, on the secondary channel, to a family disturbance. They arrive and remove the portable unit from its holder which enables the mobile repeater. Upon establishment the mobile repeater automatically transmits the burst tone to establish priority. Two miles away the receivers hear the tone burst incrementing their priority one state. Now none of the first group's units are the repeat mode. They all now begin to hear channel 2 traffic from the distant unit. See Figure 4.

Further suppose one of the original group's portables keys up. The single unit on channel 2 is placed on the air. Group 1 units all see presence of a properly coded signal on the mobile repeater channel but no coincidence with a signal on channel 1. Within two seconds on of the units re-establishes priority placing the portable signal also onto channel 1. You've got stereo and it won't quit until the channel 2 unit is manually disabled.

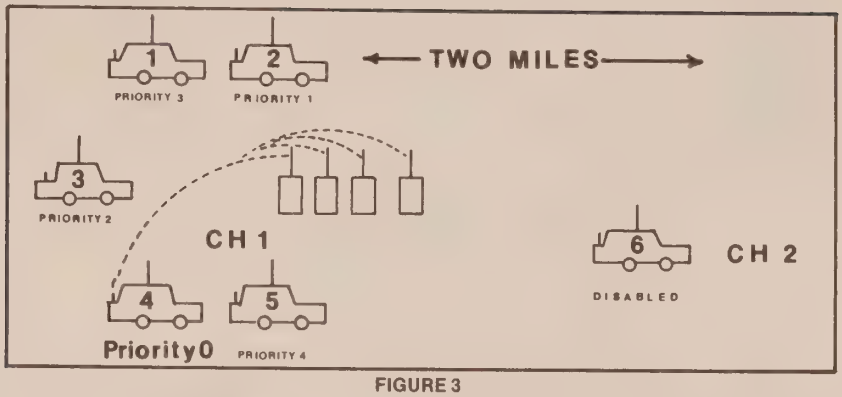


FIGURE 3

Observation #2

Now envision a single unit on patrol. Deputy #9 is assigned to take a theft report at a warehouse. The unit proceeds to the scene, removes the portable enabling the mobile repeater, then proceeds into the building to take the report. Signals on the patrol channel are retransmitted and monitored in the building. Sufficient attenuation is presented by the structure to present a low signal level. See Figure 5.

A few miles away, deputy #7 is assigned to a case, arrives and pulls the portable enabling their mobile repeater. Conditions are presented where unit #9 hears the burst from #7 but is not heard by the #9 deputy's portable. The problem now is that unit #9 is not repeating but the deputy doesn't know it. Should the unit #9 portable transmit, the 2-1/2 watt portable could access unit #7 but not hear unit #7 repeating back a reply.

Conclusion

The Sonoma County Sheriff's system consists of a mix of General Electric as well as Motorola units. These problems are not unique to a manufacturer but are common to the design concept. The units have applications in low officer density areas but seem to be a misapplication if large numbers of units are employed. For example, during a one to two hour overlap in Sheriff's watches we find 15 units in a five-mile area.

Several modifications to the system have been suggested and analyzed:

1. Reduce mobile repeater power output. Reduces effective range if the unit is moved into the rural or remote areas.
2. Reduce mobile repeater receiver sensitivity. Improves the situation.
3. Pair a mobile and portable with unique PL tones. Works okay for portable to mobile to station path but will cause down priority counting in all such units at a scene. Multiple mobile repeater transmitters are then enabled.
4. Digitally addressed and protected equipment. The base to mobile to portable link must be individually digitally addressed by the dispatcher. Works okay on a CAD system but awkward to use in a manual situation. All unit broadcasts would be difficult to set up as numerous mobile repeaters would come up.
5. Given sufficient VHF channels, pair a portable with a mobile unit. If four or so channels could be made available then contiguous beats could be set up on individual channels. Switching could also be made available to permit assignment to a specific channel based on the needs of the field force. However it does present one more control for the officer to operate. Murphy's Law would prevail for sure. Ω

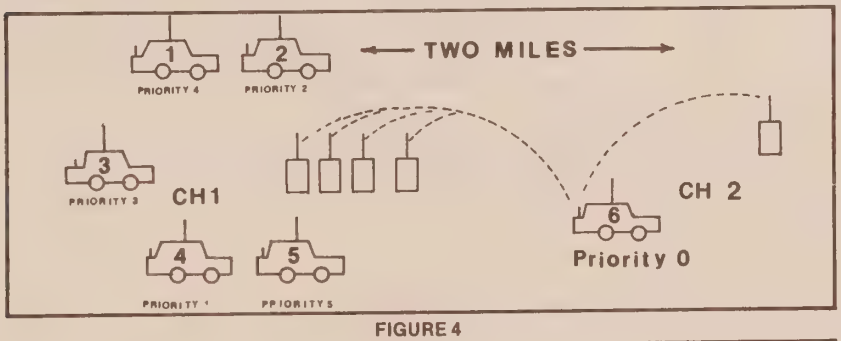


FIGURE 4

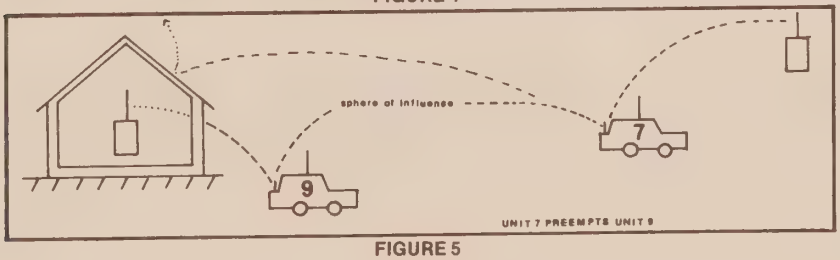


FIGURE 5

From ERIC (CA-LA-045):

TOURING CALIFORNIA

with a Programmable Scanner

BOOK TWO

On Monday, November 15, 1981, Mike (IDAHO 001) and myself set off upon a journey towards San Francisco from Pasadena, Ca. We went in his car, a large Ford LTD with room for friends galore. My car, a '65 Ford Mustang, leaves a bit to be desired for space on a long trip. We had enough communications gear in that car to be declared a disaster services command vehicle. We had his Regency M-400, my Bearcat 250, plus his CB mobile, my 2-meter ham (144-148 MHz) transceiver, both of our 2-meter ham synthesized hand-held transceivers, a shortwave radio and last but not least, a cassette tape recorder to record the good "catches". Also, scattered somewhere in the back seat, was a Police Call Volume # 9, Southern California Police Call, plus both of our own personal frequency lists (several notebooks full of frequencies of every kind imagineable!). (And AAA Auto Club maps galore!)

Well, we got started, with about 4 antennas on the car, in addition to the AM/FM radio antenna! "Control 1" on wheels!

Driving through the northwestern section of Los Angeles County, we monitored my home town area, plus the Los Angeles Communications Center for the California Highway Patrol, to name only a few.

I. CENTRAL LOS ANGELES AREA - W/B I-210 FWY to N/B I-5 FWY

42.50 B/42.82 M		CHP Glendale # 98, West Valley # 56	BROWN
42.08 B/42.28 M		CHP Newhall # 78, Tejon # 102	SILVER
42.34 B/42.18 M		CHP Southern Division-SigAlerts	BLUE
156.33		San Marino Police (Eric's home town!)	
506.4625	F-1	Pasadena Police Department	
159.09	F-1	Glendale Police Department	
156.21	F-1	Burbank Police Department	
153.89	F-1	VERDUGO Fire	
159.03	F-E	Los Angeles Police-West Valley Dispatch	
39.08 B/39.86 M		Los Angeles Sheriff-Antelope Valley	F-25
154.400		Los Angeles County Fire-Antelope	

Well, we finally made it out of Los Angeles County! When you get out of range of Los Angeles, radio traffic really DIES! Once we passed the Ft. Tejon office of the CHP and CalTrans, we entered the desert. Northward on the ever exciting I-5 FWY! (Miles and miles and miles of nothing but desert and road and ...)

II. Northbound I-5 through Kern County, Kings County, Fresno County, Merced County and Stanislaus County

42.50 B/42.82 M	CHP Bakersfield # 69	BROWN
42.44 B/42.76 M	CHP Coalinga # 88	PINK
42.88 B/42.66 M	CHP Los Banos # 30	ORANGE
42.52 B/42.30 M	CHP Modesto # 48	YELLOW

453.700	R	Kern Co. S.O. Bakersfield Dispatch Freq. 1
453.600	R	" " " Taft area " Freq. 2
453.400	R	" " " Mojave area " Freq. 3
453.225	R	" " Mutual Aid-Sheriff and Fire Freq. 4
453.300	R	" " Fire Freq. 1
47.02		CalTrans 47.16
47.12		" 47.08
47.24		"
171.575	R	USFS Angeles National Forest
460.075	R	Kings County Sheriff
460.125	R	" " " (Primary)
153.89	R	" " Fire (Mid Valley F.P.D.)
460.600	R	" " "
39.94	R	Fresno County Sheriff Dispatch-East County F-1
39.88		" " " Tactical F-2
39.80	R	" " " West (along I-5 FWY) F-3
151.385	R	Calif. Dept. of Forestry-Fresno & Kings Counties
151.265	R	" " " " -Region Net
151.460	R	" " " " -Merced County
154.34		Merced County Fire Department
154.40		" " " "
154.89		" " Sheriff
153.77	R	Stanislaus County Fire Department (154.43 input)
158.73	R	" " Sheriff Dept. F1 (159.21 input)
158.865		" " " " F2

Don't forget these common ones:

154.92		CLEMARS Statewide Police Mutual Aid
154.28		Fire Mutual Aid
158.79	R	CLEERS Law Net-Southern California (155.43 input)
155.07	R	" " " -San Joaquin Valley (159.03 input)
154.71	R	" " " -Central California (155.67 input)
156.16	R	OES Fire (33.98 input)
156.22	R	OES Fire (33.66 input)
154.68	R	Department of Justice (also simplex) (155.46 input)
42.34	BM	California Highway Patrol (42.18 M) Statewide
151.355	R	California Department of Forestry-State Net

Want something different? Try these "HAM" amateur radio 2-meter repeater frequencies.

147.12	R	Bakersfield area (147.72 input)
146.67	R	" " (146.07 input)
146.79	R	Fresno County area (146.19 input)
146.82	R	" " " (146.22 input)
146.52	S	National Simplex Channel

NOTE: If you don't know what channel is in use in a particular area, search 144-148 MHz. Try common frequencies: 146.73, 76, 79, 82, 85, 88, 91, 94 and 97. Don't forget good old "CB".

That I-5 Golden State FWY is incredible. There is almost nothing out there except open land, rolling hills, occasional small towns and cross streets. Some of these towns turn out to be nothing more than a couple of gas stations, a restaurant and perhaps a motel.

For CHP jurisdictions, it appears that many of the boundaries are set by county lines. For example, it is my guess that the Bakersfield Office # 69 covers all of Kern County from Los Angeles County on the South to Kings County on the North. It appears that the Coalinga Office # 88 takes over at the Kings County line north bound through Fresno County. At the Merced Conty line, my guess is that the Los Banos Office # 30 takes over until relieved by Modesto Office # 48.

While we were N/B I-5 in the Coalinga/Fresno County area, we observed several people and vehicles in the center divider of the freeway. We then noticed what appeared to be a vehicle which had flipped over after driving off of the freeway and into the center divider. As we pulled up, we copiedFresno CHP Dispatch on the Pink channel dispatch a Coalinga unit to an 11-78 (Accident-Paramedics Dispatched). When we got to the scene, we observed a woman lying on the ground covered with blankets. Several people were standing around her and her husband. He was ok, but she had a bad open cut on her forehead, and was being kept quiet and warm to prevent shock. About fifteen minutes after we arrived, a white ex-CHP type car with a CB whip antenna rolled up. At first we were a bit concerned with this new character, but it turned out that the guy was actually an EMT (Emergency Medical Technician). About ten more minutes passed and a yellow pickup truck arrived, this guy was a firefighter-EMT for the local fire protection district. In a few more minutes, a CHP officer arrived, and he too, was an EMT. Way off towards the east, one could see a couple of red lights flashing. This was the fire engine and the paramedic ambulance. They had to travel about 15-20 miles on way to come back 10+ miles up the freeway. When they finally arrived, we decided to leave and continue on our journey northward.

III. W/B I-580 from I-5 FWY towards the San Francisco Bay Area.

42.52 B/42.30 M		CHP Tracy # 103, Modesto # 48	YELLOW
42.40 B/42.16 M		CHP Napa # 21, Solano # 22, Contra Costa # 19	PURPLE
42.12 B/42.20 M		CHP Oakland # 96	GOLD
42.42 B/42.84 M		CHP Hayward # 25	TAN
42.44 B/42.76 M		CHP San Francisco # 32	PINK
42.08 B/42.28 M		CHP G.G. Bridge # 34, Redwood City # 91	SILVER
156.090 R	F-1	Oakland PD East/South Dispatch	
155.79 R	F-2	Oakland PD North/Downtown Dispatch	
155.85 BM	F-3	Tac	
154.92 BM	F-4	CLEMARS	
154.355 BM		Oakland Fire Deparment	
488.8125 R		San Francisco County Sheriff	
45.10 BM	F-1	San Francisco Police Department (West & S/W)	
45.14 BM	F-2	" " " " (Mission/Hunter)	
45.58 BM	F-3	" " " " (Central & N/E)	
45.46 BM	F-4	" " " (Traffic)	
45.30 BM	F-5	" " " " (Car to Car)	
460.075 R		" " " " (Citywide)	
460.125 R		" " " " (Citywide)	
460.350 R		" " " " (Citywide)	
460.450 R		" " " " (Citywide)	
46.46		" " Fire " (Old Dispatch)	
488.3625 R	F-1	" " " " (Dispatch)	
488.5625 R	F-2	" " " " (Dispatch)	
488.7625 R	F-3	" " " " (Dispatch)	

We rolled into the foggy city at about nine pm on Monday night. We drove around town, trying to find a place to stay. Mike found a nice "cheap" place, the Holiday Inn on 8th Street for $95.00 a night! Well, our room on the 11th floor was a great place to "Listen to San Francisco"! Mike is really into researching bizarre information, he'll sit at the FCC office for 8 hours just looking through frequency and call sign files! Dedicated? No, just 5150!

The next morning, after the night time rain, was beautiful. We did something a bit off the wall, we went over and

toured the CHP San Francisco Dispatch Center. It's not exactly the CHP Los Angeles Dispatch Center, but it's cute. They use the old card conveyor belt system, like Los Angeles (LACC) did before they went computerized.

I asked one of the San Francisco CHP dispatcher what their relationship was with San Francisco City Police Dept. "GREAT", he responded. Now, here comes the surprising part: I then asked about pursuits. He said we (CHP) will chase some guy a hundred miles on the freeway, but if he gets off on an offramp into San Francisco City, they turn it over to SFPD. SFPD has a policy that the pursuit DOES NOT LEAVE THE CITY. I asked if that meant that SFPD does not allow their officers to leave the City. "No, the PURSUIT does NOT LEAVE the city! They open gun fire on the suspect vehicle!" OH BOY--WATCH OUT! I going back to L.A. where it's "safe"! Hidious!

IV. S/B through Bay Area along US-101 from San Francisco through San Mateo County to Santa Clara County

42.44 B/42.76			CHP San Francisco # 32	PINK
42.08 B/42.28			CHP Redwood City # 91	SILVER
42.50 B/42.82			CHP San Jose # 24	BROWN
488.9875	R	F-1	San Mateo Sheriff - Dispatch	
488.3875	R	F-2	" " " - Palo Alto Dispatch	
488.8875	R	F-3	" " Countywide Police Mutual Aid	
488.8625	R	F-4	" " North County Agencies-Tac 1	
488.7125	R	F-5	" " Central " " -Tac 2	
488.5375	R	F-6	" " South " " -Tac 3	
488.3875	R	F-1	Brisbane Police Department	
488.4625	R	F-1	So. San Francisco Police Dept.	
488.7875	R	F-1	San Bruno Police Department	
489.0875	R	F-1	Burlingame Police Department	
488.9375	R	F-1	San Mateo Police Department	
153.950	BM	F-1	" " Fire Department	
488.4875	R	F-1	Belmont Police Department	
488.7875	R	F-1	Millbrae Police Department	
488.3375	R	F-1	Hillsborough Police Department	
488.7875	R	F-1	Redwood City Police Department	
153.890	BM	F-1	" " Fire Department	
156.210	BM	F-1	Santa Clara County Sheriff - Dispatch	
154.875	BM	F-2	" " " " - Car to Car	
154.145	BM	F-1	" " " Fire - South Dispatch	
154.250	BM	F-2	" " " " - North Dispatch	
151.055	R	F-1	" " " Highway Department	
460.200	R	F-1	San Jose Police Department-North Dispatch	
460.325	R	F-2	" " " " -West Dispatch	
460.425	R	F-3	" " " " -East & Central	
460.100	R	F-4	" " " " -South Dispatch	
460.475	R	F-5	" " " " -Tactical	
460.025	BM	F-6	" " " " -CLEMARS	
154.010	BM	F-1	" " Fire Department	
155.505	BM	F-1	San Jose State University Police-Police Dispatch	
153.740	BM	F-2	" " " " " -Escort Dispatch	
154.920	BM	F-3	" " " " " -CLEMARS	
154.540	BM	F-4	" " " " " -Tactical	

These lists ought to be enough to keep even a Bearcat 250 jumping! When Mike and I left San Francisco Tuesday morning, we drove S/B US-101 then S/B I-280. We wanted to check out the area scanner store "SCANNERS UNLIMITED". We pulled up in front of their shop in Belmont, only to find out that they have moved. The new business gave us a card with directions to the new location, and stated that they (SCANNERS UNLIMITED) were open until 6:00 PM. We got there at 5:05 PM, and very disgustingly and disappointingly found that they had closed only 5 minutes prior to our arrival. Oh well, next time?!

While we were driving through the Hillsborough and Burlingame areas, we discovered some very beautiful territory. Not too shabby at all! One thing did tickle us, though. I spotted a black and white patrol car, identical in <u>every</u> way to a CHP car except for the long low band whip, this car had UHF spikes. Even the door insignia was <u>exact</u>. Upon closer examination, we discovered this to be a Hillsborough P.D. car. The door sticker is exact, except instead of printing "California Highway Patrol" around the State seal in the center of the star, it says "Hillsborough Police Department". Cute. CHiPs number 2?

After this, we had to start moving, we got into Santa Clara, land of the Med Fly. (Have you seen the latest? The Wild Med Fly, son of Pet Rock! What a pet!) By the way, the Agriculture Department was operating "Med Fly Base" on 39.50 MHz. during aerial sprayings of the "sauce". One San Jose area member even sent this editor a cassette of Med Fly Base. It was different listening, for sure.

We made it into San Jose, and we decided to pay a social call at San Jose State University Police Department, since I happen to be a police dispatcher at California State University, Long Beach Police Department. The SJSU PD building is in an OLD house on the campus. I entered & ID'd myself to the dispatcher on duty, and after a few minutes, was given a quick tour of their communications center. Similar in design, but different in lay out, was their Motorola CentraCom console. (Did I rememberto tell you that they FINALLY finished ours (Cal State Long Beach PD). SJSU is a busy campus, and SJSU PD is a busy agency. They operate a four channel radio system, with Freq. 1 (155.505) being for primary police operations. (This frequency actually happens to be the UC (University of California, not CSU California State University, of which both CSULB and SJSU belong (formerly known as the State College System). Anyway, their Frequency 2 (153.740) is used for escort service. (At CSULB, we have just the one channel for EVERYTHING). Freq. 3 (154.920) is CLEMARS-mutual aid. Freq. 4 (154.540) for tactical use. We, CSULB PD are licensed also on 154.920 and 154.540 MHz.

When we left SJSU PD, we walked around looking in and at their various patrol cars. They even have a canine (K-9) dog unit! Parked next to our car, was a San Jose City PD car. We took a look at it, and shined our flashlight inside it to get a better look, 8 channel Motorola control head. As we drove off, a SJSU PD car with an officer and female ride-a-long sat in the unit watching us. Just out of interest and curiosity, we entered the SJSU PD frequencies into my Bearcat 250 scanner. About the time we hit the freeway, we heard, "In response to your 10-28 request, your plate comes back a '75 Ford LTD, registered to Mike ....., in ....

Oh well, I guess we were acting a bit "925" (suspicious)!

V. S/B US-101 from San Jose through Monterey, San Luis Obispo Santa Barbara and Ventura Counties on the way back home.

42.50 B/ 42.82 M		CHP San Jose # 24	BROWN
42.54 B/ 42.24 M		CHP Monterey # 27, King City # 8	GREEN
42.34 B/ 42.18 M		CHP Santa Cruz # 26	BLUE
42.56 B/ 42.72 M		CHP San Luis Obispo # 28 Buelton # 3, Paso Robles # 9	WHITE
42.54 B/ 42.24 M		CHP Santa Barbara # 29	GREEN
42.40 B/ 42.16 M		CHP Ventura # 31	PURPLE
159.090	R F-1	Monterey County Sheriff (155.73 input)	
159.210	BM F-2	Secondary	
154.370	BM F-1	Monterey County Fire	
150.995	R F-1	Monterey County Roads/Highways	
155.490	R F-1	Monterey Police Department	
460.175	R F-1	Salinas Police Department	
170.550	R F-1	USFS Los Padres National Forest	
460.150	R "BLUE"	San Luis Obispo County Sheriff-Dispatch # 21	
460.275	R "ORANGE"	Santa Barbara Conty Sheriff-Dispatch # 31	
460.050	"RED"	Mutual Channel-SLO & Santa Barbara Cos.	
460.025	"WHITE"	CLEMARS	
460.325	R "YELLOW"	Mutual Channel-Santa Barbara County	
460.475	R "YELLOW"	" " -San Luis Obispo "	
460.125	R "GREEN"	Paso Robles P.D. Station # 41	
460.375	R "GREEN"	San Luis Obispo P.D. Station # 42	
460.250	BM "GREEN"	Cal Poly S.L.O. P.D. Station # 47	
460.100	R "GREEN"	Santa Maria P.D. Station 52	
460.100	R "GREEN"	Santa Barbara P.D. Station # 55	
159.210	BM F-1	Ventura County Sheriff - Dispatch	
158.730	BM F-2	"" " " - Car to Car	
154.010	BM F-1	" " Fire - Dispatch	
155.310	BM F-1	Ventura Police Department	
154.370	BM F-1	" Fire Department	
151.355	R	CDF-State Net	
151.325	R	CDF-San Luis Obispo, Santa Barbara	
151.445	R	CDF-District Net	
154.385		San Luis Obispo County Fire	
153.770		Santa Barbara County Fire	

Well, you know you are close to home when you can hear these:

42.44 B/42.76 M	CHP Malibu # 109, West L.A. # 79	PINK
42.50 B/42.82 M	CHP West Valley # 56, Glendale # 98	BROWN
159.030 B F-D	LAPD West Valley Dispatch	

Enough for this month. We made it home. By the way, this trip was covered from start to finish in 48 hours! Now, are you ready for this:

Eric's Bearcat 250 returns in:

Touring California

With a programmable scanner

Book Three

BIG BEAR - LAKE ARROWHEAD

Coming soon, in your RCMA Newsletter, (city wide)

SPECIAL FEATURE!

A Brief Review of the Bearcat 100 by John R. Clark CAOR078

The Electra Company Bearcat 100 is a hand-held portable programmable scanner that may be carried in your pocket*. It is a quality product that will be the standard by which future hand-helds will be measured. The BC100 is another technical marvel in a long list of scanner models which represent one of the few consumer electronic products where US manufacturers have dominance.

Without lab equipment I am unable to confirm the specifications of the unit**. The following comments and remarks are made from a personal standpoint.

ENGINEERING Human and otherwise:

--Sound and clearity is as good as a BC250. Good and crisp.

--The keyboard is reversed from the BC 200 series and is workable with one hand. 'Lockout', 'Scan', 'Manual' keys are at the top and are available with the unit in your shirt pocket. They are under your thumb when you hold the unit.

--Squelch is smooth. No "pop" as on many sets. Safe to use with the earphone.

--The new flexable antenna works as well as any steel whip models. The "Bearcat" emblem is on the backside when the antenna is mounted, a plus in my opinion.

--The unit arrived with high quality Gould batteries. They were charged, a nice touch. Even the battery access door shows quality design.

--The liquid crystal display is large, readable in bad light, and recessed for protection. It is easier to read than most LCDs I have seen.

--A quality leather like case comes with the unit, no extra charge.

--Mine scans about 17 channels per second not the rated 15 CPS.

SENSITIVITY -- BIRDIES -- IMAGES etc.

The unit acquired all my favorite monitoring stations as well as my BC250. At the local RCMA meeting in Buena Park it picked up San Diego weather from inside a building. It also picked up a large number of frequencies we as RCMA members do not discuss. All in all it appears to be a fairly hot unit.

Early rumbles referred a large number of birdies. I have found very few, not enough to be a deterrant. There is one at 42.8 which may be a pain, but I do not plan to return the unit for a new crystal offset. (I have been told this is possible to do.)

I have not picked up FM music on the CHP frequiences or Hams in the area of the forest service. I do have to scan these areas with a lower squelch setting.

MINOR IRRITANTS

--The keyboard does not have a positive feedback. I have evolved the technique of depressing the small metal keys with my thumb nail.

--There is very little separation between channel numbers and frequencies. You sometimes have to read twice. A small dot of white paint should correct.

--The batteries tend to shift slightly as you move the unit. A better tension system could have been engineered.

--Breaking the battery circuit causes wild frequencies to be in the memory. From 11.75 to 990.960. This brings up the universal question of programmables. "How do you get this thing out of band?"

--No one has yet constructed a connector to attach the BC100 to an outside antenna, or built an auxiliary battery supply.

--The owners manual is adequate, but the frequency information found in previous manuals has been replaced with a promo insert for Betty Bearcat's directory.

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* A workshirt pocket not a dress shirt or designer jeans.

** The unit referenced is Sn 013676 manufatured date C8149. Purchased by the author for $300.00 + tax from B&B Sales, 16390 Jupiter Circle, Westminster, Ca 92683.

GENERAL COMMENTS

While the engineering department of the Electra company should be commended for the BC100, it appears the marketing group is running the same game as they did with the BC210. The unit was advertized long before it was available. Units are being distributed in dribs and drabs to wholesallers to parcile out to retailers. No reason is given for the delays. I am not sure this is good for business. Electra would not have to "ballihoo" a good device like the BC100, just deliver it. My sales source is not taking any more orders. He states on his ration of one unit per month he is sold out for a long time. My order was in the queue in June with delivery promised every 15 days starting with Labor Day. If I had placed a down payment with my order, I would have thought someone was buying T-Bills with the cash.

All in all I am extremely impressed with the BC100. I am so prowd of it I plan to have my name and RCMA affiliation placed on the sloping pannel just infront of the antenna. The BC100 is a state of the art device that really opens the door to truly personal scanning.

VHF Marine

Rod O'Connor, Editor

Send information, articles, frequencies and how they are used, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to: Rod O'Connor, USCG Group, 259 High Street, South Portland, Maine 04106.

This month's column will be a little different, for the simple reason that I have not received any information from members for several months. Obviously, since the summer season and the boating activity is over with, not too much is being heard on the airwaves. Wintertime can be an interesting time to monitor, however, if you live near any navigable lake, river, or other waterway. As the weather gets colder, and the waters freeze over, the chatter of tugs, tankers and other vessels can be heard as they exchange ice-reports. Before long the Coast Guard will be starting it's winter ice-patrols, if they have not already started in your area. (Note that today is the day after Thanksgiving, as I type this up.)

Ice-breaking has always been a rather pleasureable job for me. While assigned to an ice-breaking buoy tender homeported in New York City, I made many trips up the ice-clogged Hudson River to Albany, Poughkeepsie, and other exotic ports of call. While ice-breaking, we always monitorred VHF Channels 13 (156.65 mhz) and 16 (156.80 mhz) and talked to most of the vessels on Channel 13 or 6 (156.30 mhz.) If you are near enough to a waterway, and don't already have these frecuencies in your scanner, I must recommend it strongly. With the summer yachtsmen all ashore, you will notice a marked difference in the professionality of the tug skippers. None of the idle "Cocktail circuit" chatter on the airwaves, but interesting talk of ice conditions, how much fuel on board the tug, and scheduling delays for shipping cargo. The colder the weather, and the thicker the ice, the more interesting the convers ation.

Here in Maine, the winter traffic is pretty much the same. Of course the local fishing fleet adds quite a bit of color to the airwaves, especially around Casco and Penobscot Bays. But even here, with the arrival of winter ice and storms the number one subject on the horn is the weather.

The Penobscot River, extending from it's mouth near Searsport, Maine up to the head of Navigation at Bangor is an interesting area to monitor ice conditions. Having served aboard the ice-breaking tug "SNOHOMISH", based at Rockland, I enjoyed the four-hour trip (weather, tide, and ice permitting) up to Bangor. As on my earlier units, we always monitorred VHF Channels 13 and 16 for gabbing with the Boston Fuel Transport Tugs and Tankers as they often struggled to bring their precious loads of fuel up to Bangor. There it was unloaded and distributed throughout Eastern Maine. At the end of the season, it was often gratifying to receive an "attaboy" from the admiral in

First Coast Guard District offices for our job. True, it was often cold up on the bridge as we steamed into a twenty or thirty-knot northwest breeze, but during a hot sticky summer afternoon, it was nice to reflect back.

Unlike the Hudson River, the Penobscot River in Maine does not have a large amount of yachting traffic. Instead it is used mostly by tugs and barges, coastal tankers, and an occasional freighter to Winterport. Naturally, there won't be as much radio traffic. Sometimes I wondered if there was a lookout at Bucksport, who would flash the word up to Bangor, where a large crowd always seemed to be on hand when we docked. Another interesting idea of how your job can affect so many people.

This past winter ('80-'81) was quite cold here in New England, and one of the hardest places to break ice was off of Cape Cod, Martha's Vineyard, and Nantucket. At one time during January of 1981 there were <u>five</u> Coast Guard cutters at a time struggling to break ice in the area from Boston Harbor, south to the Cape Cod Canal, and near the islands of Martha's Vineyard and Nantucket. The ferrys from Woods Hole to the two islands were often caught in the ice, awaiting to be broken out by one of the CG Cutters. Also frozen was much of Narragansett Bay in Rhode Island.

An interesting channel to monitor the ice conditions around Martha's Vineyard and Nantucket is the Steamship Authorities working freq, VHF Channel 7 (156.35 mhz.) Of course VHF Channels 13 and 16 are quite active in the area as well.

So that's it for this month. Let's have some comments from you folks. This will make it (I hope) for the Feb. RCMA Bulletin, and give you a chance to listen around your area. What channels are popular in your area during the winter? Don't you find it a little more interesting to listen to tugs and tankers than to listen to rich people get lost in the fog?

After a busy summer here in Portland, I am enjoying the quiet winter. The scanner is quieter, but more interesting, and it makes one appreciate what a lot of people have to go through on the water to make a living.

I hope all had a good summer, and enjoyed the warm weather and beaches. Don't fret, It will return in a few months.

Until next month, take care.

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AL 019 MAUMENEE, CAPT JR;5513 VANDERBILT DR N;MOBILE, AL 36608
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CACC016 STEPHENSON, JEFFREY;2378 WESTCLIFFE LANE;
WALNUT CREEK, CA 94596
CACC017 MCMONAGLE, BETTY;23 BUCKINGHAM DR;MORAGA, CA 94556
CACC018 GREENE, CHARLES B;P.O. BOX 536;EL CERRITO, CA 94530
CAED006 MACINTYRE, JAY;2972 COLOMA ST;PLACERVILLE, CA 95667
CAFR002 NEWMAN, GEORGE H;3554 N DUKE SP 126;FRESNO, CA 93727
CALA464 SMIDT, WILLIAM G;600 N CERRITOS 186;AZUSA, CA 91702
CALA466 MAURAIS, ROLAND L;1640 LAKE ST #F;GLENDALE, CA 91201
CALA467 BAIR, JAMES ;7059-1/2 FOOTHILL BLVD;TUJUNGA, CA 91042
CALA468 EHRLICH, JOEL;1000 WEST MANCHESTER;INGLEWOOD, CA 90301
CALA469 DUNNABECK, EDWARD;720 S IROLO ST;LOS ANGELSES, CA 90005
CAME015 DOYLE, BILL;315 REDWOOD AVE;CORTE MEDERA, CA 94925
CAOR225 HARRIS, HARRY;934 DENVER DR;COSTA MESA, CA 92626
CAOR226 CARTER, LARRY W;13771-1/2 WAKE AVE;SANTA ANA, CA 92709
CAOR227 CASEY, DON D JR;15555 HUNTINGTON VILLAGE LN 65;
HUNTINGTON BEACH, CA 92647
CARI043 CLAYTON, DAVID B;13591 LASSELLE ST;SUNNYMEAD, CA 92388
CASB045 WILCOX, MR TIM;3102 EAST HIGHLAND AVE APT 36;PATTON, CA 92369
CASC030 LEE, FRANCIS;2124 WENDOVER LANE;SAN JOSE, CA 95121
CASF025 RODRIGWES, DAVID K JR;2203 NORTH POINT ST;
SAN FRANCISCO, CA 94123
CASF026 LLEWELLYN, DARRELL;P.O. BOX 6238;SAN FRANCISCO, CA 94101
CASR016 WENGERT, DAVID P;222 KIM SUE LN;BUELLTON, CA 93427
CT 059 FULLER, RON;P.O. BOX 73;DERBY, CT 06418
FL 134 STEWART, THEORN C;747 BOARDMAN ST;ORLANDO, FL 32804
FL 135 DIGGS, GLENN;65 GEORGIA AVE;MERRITT ISLAND, FL 32952
FL 136 SHEPARD, R.E.;P.O. BOX 122;BOWLING GREEN, FL 33834
FL 137 MAULDIN, CAPT WILLIAM D;2268 N.W. 30TH ROAD;
BOCA RATON, FL 33431
FL 138 PATCH, FREDERIC J;2355 N.W. 54TH AVE;GAINSVILLE, FL 32601
FL 139 MORRIS, D.R.;P.O. BOX 2961;E BRADENTON, FL 33508
GA 041 KNIGHT, PAUL H.;839 WILLOW CREEK DR;MACON, GA 31210
IA 032 BRYANT, JOHN;HOLLIDAY TR CT #72;NORTH LIBERTY, IA 52317
ID 008 BLACK, GEORGE;531 AVE I;BOISE,ID 83702
ID 009 JACKSON, JACK;510 15TH ST APT 10;RUPERT, ID 83350
IL 212 TOBIAS, BRUCE;15W750 59TH ST, APT 1;HINSDALE, IL 60521
IL 213 FASIG, RICHARD;P.O. BOX 152;NORMAL, IL 61761
IL 214 WAY, AVANELLE M;280 S ONTARIO;KNOXVILLE, IL 61448
IL 215 BROOKS, LESTER L;BOX 321;OGDEN, IL 61859
IL 216 MILLER, LARRY L;P.O. BOX 164;NOKOMIS, IL 62075
IL 217 OTTO, JOHN R;81 OAK LANE;HENRY, IL 61537
IL 218 LAWRENCE, DAVID W;5409 FRANKLIN AVE;WESTERN SPRINGS, IL 60558
IL 219 KRYCH, BOB;920 S MCKINLEY APT 2B;ARLINGTON HEIGHTS, IL 60005
IL 220 MEYER, JAMES D;2030 GRANT ST;SPRINGFIELD, IL 62703
IN 059 FLECK EVAN;1309 GREEN ST;JASPER, IN 47546
IN 060 LIBERMAN, JEFF;8444C LINCOLN AVE;EVANSVILLE, IN 47715
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LA 031 FULLER, DAVID;RT 2 BOX 156-A;BOGALUSA, LA 70427
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MI 107 LUCKSINGER, CARL G;2681 RENSHAW DR;TROY, MI 48098

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MADISON HEIGHTS, MI 48071
MO 066 LUDWIG, GILBERT E;47 WHITE PLAINS DR;CHESTERFIELD, MO 63017
MO 067 BROSCH, GEORGE;2001-A CHEROKEE ST;ST LOUIS, MO 63118
MO 068 ROBERTS, GERALD;9012 HOLLY;KANSAS CITY, MO 64114
NC 040 CURLEY, FREDERICK J;5814 VALHALLA CT;FAYETTEVILLE, NC 28304
NH 018 DUPRE, MAJ ROBERT E;28 WILLIAMS ST;SALEM, NH 03079
NJ 143 THOMPSON, ROBERT K;513 SPRUCE ST;ROBBINSVILLE, NJ 08691
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NJ 145 PETERSON, L. H. JR;5 FAIRFIELD AVE;PENNSVILLE, NJ 08070
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NEWFOUNDLAND, NJ 07435
NJ 147 BECHERT, JEANNETTE ;475 RAMAPO VALLE RD;OAKLAND, NJ 07436
NJ 148 KNOLLER, GARY M;163 ELMORA AVE APT 13;ELIZABETH, NJ 07202
NV 012 MCGOVERN, FRANCIS;P.O. BOX 997;LAS VEGAS, NV 89125
NY 197 MEYERS, SCOTT;29 JOLUDOW DR;MASSAPEGUA PK, NY 11762
NY 198 CURRAN, MRS ELIZABETH;4 SIVER STREET;
CLIFTON SPRINGS, NY 14432
OH 123 RUPPRIGHT, RAYBORN;132 W MELROSE;FINDLAY, OH 45840
OH 124 HOUTZ, RALPH;1040 ELDORADO AVE;KETTERING, OH 45419
OR 047 NADVORNICK, LARRY J;503 REITER DR;ONTARIO, OR 97914
OR 048 BALL, STEPHEN C ;4925 SW LOMBARD;EAVERTON, OR 97005
OR 049 DOUGLAS, GARY M SFC RET ;5820 SE LIEBBE;PORTLAND, OR 97206
OR 050 HARRIS, SAM;375 NE 2ND AVE;ONTARIO, OR 97914
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PA 156 RANSEL, JOSEPH P;2707 CENTER STREET;LATROBE, PA 15650
RI 014 MCGOWAN, CLIFFORD H JR;11 BOWEN ST;RUMFORD, RI 02916
RI 015 DONOVAN, WILLIAM A SR;219 PARK-HOLM;NEWPORT, RI 02840
SC 016 SEIBLES, JOHN PAGE;625 SPRING LAKE RD;COLUMBIA, SC 29206
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TX 107 COURSEY, D.E.;10323 ESTATE LANE;DALLAS, TX 75238
TX 108 BURNETT, C. G.;3525 PRINCETON AVE;DALLAS, TX 72505
TX 109 GEORGE, CHARLES;6407 HOWARD;DALLAS, TX 75227
TX 110 HARRIS, CLEMENT L USA RET;6110 PECAN TRAIL DR;
SAN ANTONIO, TX 78249
UT 011 OFGREEN, G. VAL; EDGEHILL DRIVE;OGDEN, UT 64278
UT 012 DIMICK, DENNIS;4161 SO 2700 W #1-A;SALT LAKE CITY, UT 84119
VA 063 ATKINS, WILLIAM W JR;9507 RIDGEFIELD;RICHMOND, VA 23229
WI 051 JOLIN, JAMES;338 SO 15TH AVE;STURGEON BAY, WI 54235
WI 052 FISCHER, LELAND A;611 FREIBURGER AVE;ANTIGO, WI 54409
WI 053 JANISCH, CARROLL;ROUTE 3 BOX 190;MUKWONAGO, WI 53149
CANA079 NELSON, GILBERT* ADDRESS WITHHELD BY REQUEST
CANA080 ROBINSON, RON;22 MONTGOMERY RD;
ST THOMAS, ONTARIO, CANADA N5R 1S5

NEWS

The R.C.M.A. Board is taking this opportunity to answer the many letters of inquiry we have had on the following topics.

MEMBERSHIP CARDS AND BADGES

The R.C.M.A. has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. Other clubs may have several gimmics or commercial good deals. Our good deal is the newsletter, which you as members get to write.

MEMBERSHIP RENEWAL DATE

The date printed by your membership number on your label shows the last month of your current membership. You should renew by this date to insure continuous reception of the newsletter.

Several misunderstandings have occurred due to the fact the newsletter we mail this month is carrying a cover date of next month. The advanced date is used to allow USPS to deliver your newsletter to you on time. Your letter is mailed approximately four days after the monthly board meetings.

PRORATED MEMBERSHIPS

To save postage and other complications, if your original membership application was not accompanied by the correct amount. You received a prorated membership label of less than 12 months. Please do not send in the extra amount to finish the year, just renew when your prorated date comes up.

SPECIAL FREQUENCY REQUESTS

Contact your local R.C.M.A. group for frequencies in your area or use the contact column of the newsletter. We are not yet set up for a national distribution of frequencies. We have discussed this possibility, but the current logistics of the newsletter has stopped us. Ultimately the big picture would include copies of the F.C.C. and I.R.A.C. data bases, a fast computer, and software to select and sort in any order. e.g. Frequencies along route 66 from Chicago to Tulsa in order of the cities passed. Should anyone want to bluesky on this announce your intentions in the Contact Column. We will get there. The Auto Club can plan a road trip, we should be able to give you a frequency map someday....

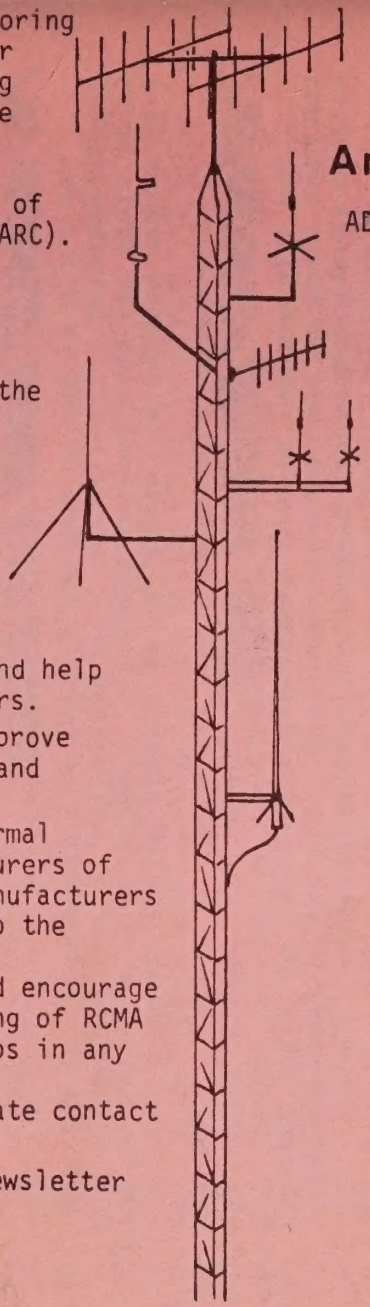
MATERIAL FOR EDITORS

Please send frequency reports and comments directly to the appropriate editor. Until we get the big data base system, the use of a central distribution P.O. Box for everything has lots of delays.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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